

TECHNOLOGY DEVELOPED

THE COMMERCIAL MOTOR

FRIDAY, NOVEMBER 13, 1959
ONE SHILLING

THE
SCOTTISH
SHOW

MORRIS ANGLE PLANNING FOR EASY ACCESS AND SAFETY

*A great new
concept in
commercial
vehicle design*

Time trimmed off each call by quicker, safer access... loading simplified by low platform... easier manoeuvring through all-round vision... swifter maintenance and routine checking thanks to planned access panels... many other technical features. Everything contributing to quicker delivery, operating economy, bigger profits.



2 MONTHS' WARRANTY
BACKED BY B.M.C.,
Europe's most
comprehensive
service.



you're loads better off with

MORRIS

2, 3 & 4 TONNERS

angle-planned vehicles

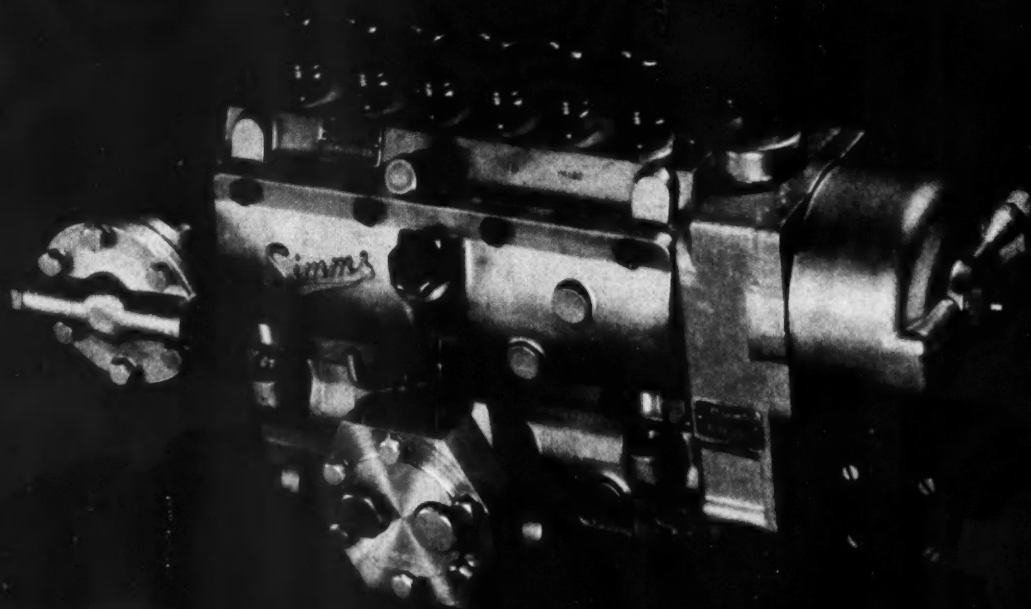
Write for catalogue, stating tonnage that interests you.

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM 8
Overseas Business: Nuffield Exports Ltd., Oxford and 41-46 Piccadilly, W.1

MC 41

Made by *Simms* described by others as

"A really beautiful piece of precision engineering"

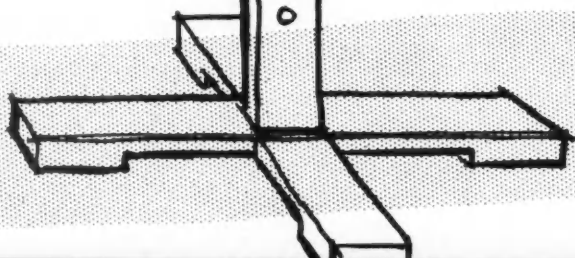


*That is the general opinion of experienced automobile engineers
who have handled a Simms fuel injection pump.*

Users say the same in their own way—'The thing never seems to wear out'

SIMMS MOTOR UNITS LIMITED

EAST FINCHLEY · LONDON · N2



*"Bantam"***2-3 and 4-5
TONNERS**

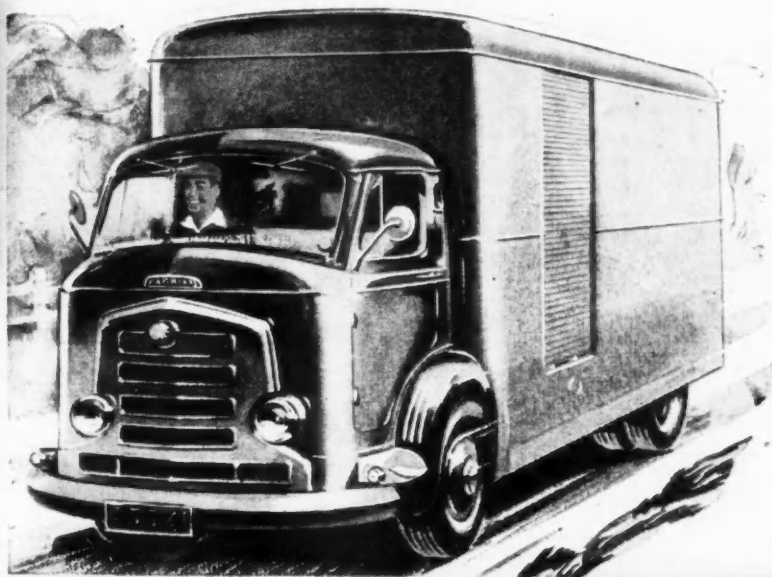
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LOW LOADERS

designed for manoeuvrability

... approved for reliability

First choice of over 900 public authorities and a host of progressive firms at home and abroad, Karrier vehicles—with petrol and diesel power units to choice—are available to meet the varying needs of both municipal and industrial transport users. Easy to handle, and with a high degree of driver comfort, these quality-built vehicles provide years of trouble-free service.

*"Gamecock"***3-4
TONNERS**

See them at Kelvin Hall, Glasgow. NOVEMBER 13-21

KARRIER MOTORS LTD. LUTON

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON

a1

HE can pass in perfect safety



but can your vehicle?

Are your drivers held back by the limitations of your vehicles.
Are they frustrated because they know they are not driving their best.

Yet the answer, or a large part of it, is surprisingly simple.
Fit replacement parts that give 'as new' performance at the main points of driver-vehicle contact—steering, brakes, clutch and engine. Fit genuine parts factory-built by the same companies of the "Automotive Products" group whose components are fitted to the majority of British vehicles today.



Free: Send for these informative booklets on road safety
"Your Steering", "Your Braking".

Make your vehicle as safe as he is!

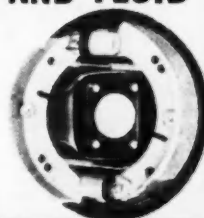
AUTOMOTIVE PRODUCTS COMPANY LIMITED, LEAMINGTON SPA

ct safety...



GENUINE Lockheed^{*} BRAKE SPARE PARTS AND FLUID

LOCKHEED Brake Shoe Exchange Service—100% Factory precision-tested shoe replacements. And LOCKHEED Hydraulic Brake Fluid, spare parts and kits. See you get *Genuine* LOCKHEED for the world's safest brakes.



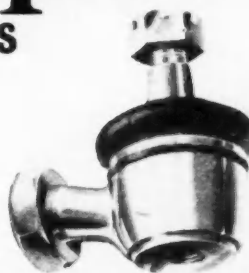
Fit factory-tested parts by **AUTOMOTIVE PRODUCTS COMPANY LIMITED**

ONE OF THE AUTOMOTIVE PRODUCTS GROUP
LOCKHEED Exchange Brake Shoes,
Parts and Hydraulic Fluid,
BORG & BECK Exchange Clutches and Parts,
PUROLATOR Filter Refills, and
THOMPSON Steering Joints.

^{*}REGISTERED TRADE MARK

GENUINE Thompson STEERING JOINTS

Tie rods and steering joints for every well-known vehicle on the road today. Self-adjusting, rugged and absolutely dependable. THOMPSON for safe reliable steering.



Greater Safety



Fifth wheel couplings



*For
Safety's Sake
fit DAVIES
couplings*

New Automatic Safety Locking and Wear Compensator

Produced from carefully machined steel forgings, Davies Fifth Wheel Couplings allow a full 36" width of Main Plate for Strength and Stability. Together with the new Automatic Safety Locking Device and new Wear Compensator, the Davies Range for standard and heavy duty king pins is available for all trailer loadings up to 100 tons.

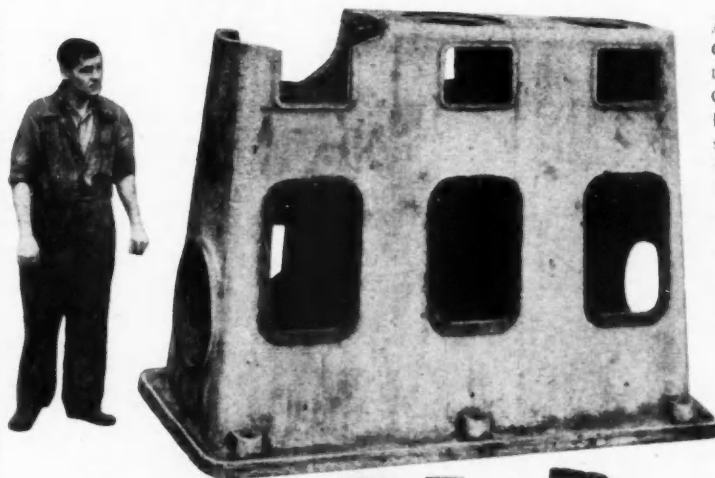
Only Davies offer all these starred features!

- ★ Fully machined 36" cast steel main plate, accurately webbed for strength and stability
- ★ Deep cast grease grooving for easy lubrication
- ★ Automatic wear compensator with fool-proof lock control (Patents pending)
- ★ Rubber cushioned to eliminate shock loadings
- ★ Heat treated machined alloy steel forgings for greater wear and reliability
- ★ Complete range of models for all duties and loadings including fully universal and sixth wheel undercarriages
- ★ Complete after sales service covered with our guarantee.

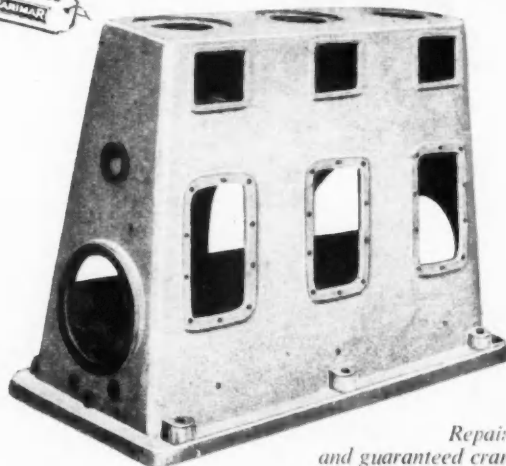
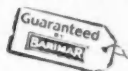
DAVIES MAGNET WORKS LTD • London Road • Ware • Herts

Producers of the Largest Range of Fifth Wheel Couplings

Another BARIMAR Money-saving and "rush" job for Belgium



The broken Belgian compressor crankcase. Delivery time was paramount.



Repaired and guaranteed crankcase, ready for return to Belgium, well within the time limit.

AMONG THE MANY THOUSANDS OF BARIMAR CUSTOMERS, not the least appreciative are numerous Continental companies. News of Barimar facilities, and Barimar resourcefulness, has long spread far and wide. A fine tribute, not only to Barimar but to Continental faith in British craftsmanship.

Here, for example, is the cast-iron crankcase of a three-cylinder compressor, owned by an important firm of Belgian engineers. Weighing two and a half tons, its condition on arrival at the Barimar London Works is made clear in the first picture. Seven broken pieces had first to be re-assembled and then welded together, and the complete piece accurately fitted into place on the main casting, and welded to it. In addition, some serious cracks in the cross-head guide housings also needed careful welding. The repaired portions of the casting were machined with such skill and accuracy, that, as the second illustration shows there was no sign of the repair.

The crankcase had to be returned to Belgium before a specified date. It WAS, and with a time margin to spare!

Was it really worth while to send this two and a half ton casualty all the way from Belgium? Barimar's customer declares emphatically that it was! The cost of the job, plus transport, front and in Belgium, was far less than that of a new crankcase. Moreover, as a Barimar Money-back Guarantee job, the repair was absolutely dependable.

MOTOR TRANSPORT REPAIRS

Most Breakages to Motor Parts can be Repaired by Barimar at a Big Saving on the Cost of New Parts.

CYLINDER BLOCKS: Every kind of crack and fracture, cracked water-jackets, broken bores, scored bores, damaged stud housings, cracked, burnt, pitted and sunken valve seatings.

CYLINDER HEADS: Broken and cracked heads, cracked and worn valve seats, chipped, warped or damaged faces, broken rocker standards, defective camshaft bearing housings, cracked stud holes, stripped plug threads, IRON OR ALUMINIUM.

CRANKCASES: Fracture caused by broken connecting rods, broken-off bearing arms, smashed sumps, cracked stud housings, broken bearing and flywheel housings, stripped drain-plug threads, IRON, ALUMINIUM OR ELEKTRON.

CRANKSHAFTS: Broken across web or journals, cracked, scored, threads stripped, or tapers worn.

TRANSMISSION: Cracked or broken gear-box and axle casings, damaged gear teeth, worn splines and tapers, fractured shafts, cracked differential casings.

ALL TRANSPORTABLE BROKEN PARTS, sent to London or the Provincial Branches of Barimar, must be consigned CARRIAGE PAID, with sender's name and address on the labels. All fittings should be removed and instructions sent by post. When it is impossible to transport damaged machinery, Barimar experts will operate ON THE SPOT.

BARIMAR LTD.

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Barimar House,

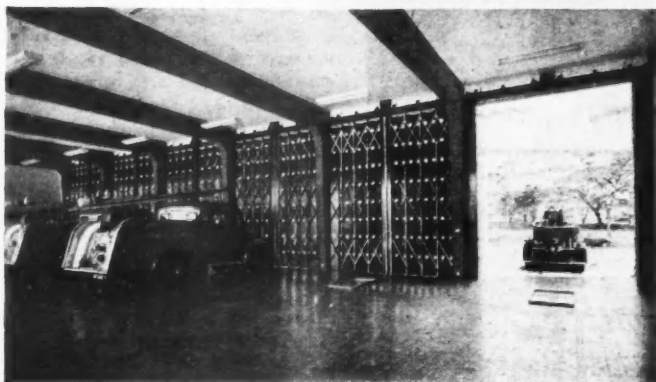
22-24, Peterborough Road, FULHAM, LONDON, S.W.6

Telegrams: "Bariquamar, Walgreen, London."

BARIMAR BRANCH ADDRESSES: BIRMINGHAM, 12: 116-117, Charles Henry St. Telephone: Midland 2696
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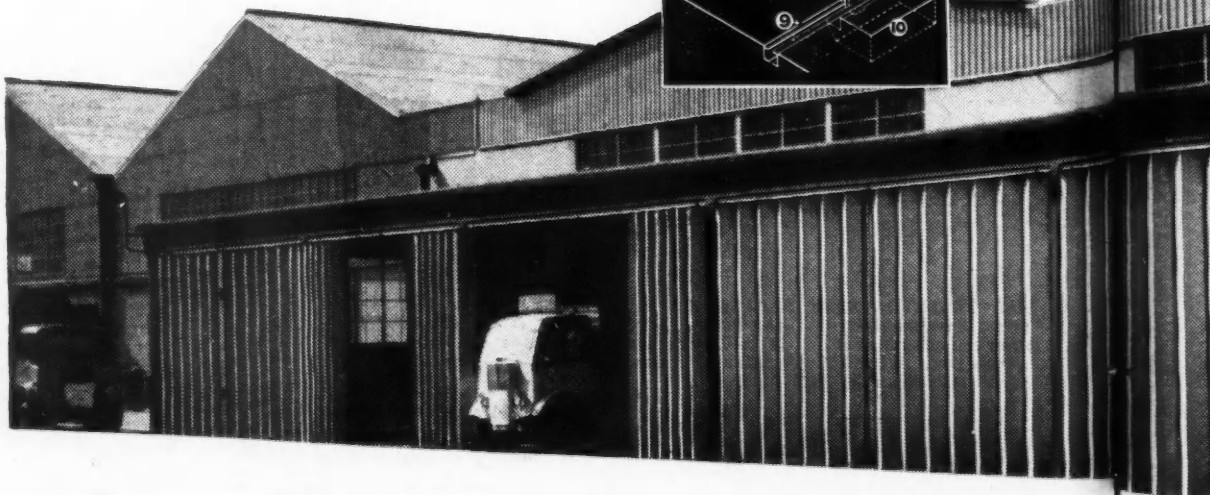
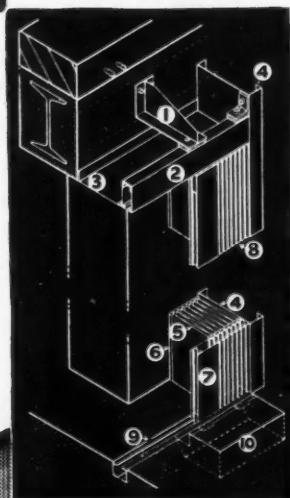
BARIMAR—The World's Scientific Welding Engineers

BOLTON



Bolton Patent Shutter Doors are ideal for every type of garage from major installations in tropical fire stations to small domestic installations. These doors are engineer designed and craftsman built from tested materials. The illustrations show the Bolton Patent Shutter Doors' adaptability and major design features are shown in the diagram. Write now for complete catalogue CM305.

1. Welded mild steel Suspension Bracket.
2. BOLTON Patent Totally-enclosed Box-type Top track.
3. Mild Steel Cover Plate for the exclusion of draught.
4. Mild Steel End Panels.
5. 16's gauge mild steel Shutter Plates, the vertical edges rolled round $\frac{1}{8}$ " dia. wire.
6. Manganese bronze Hinging Strip.
7. Rigid Front to accommodate locking arrangement.
8. Steel Pickets on which the door is built.
9. Self-cleaning Bottom Track, built up from rolled steel channels.
10. Mild Steel Sump-box, with hinged lid to facilitate cleaning out

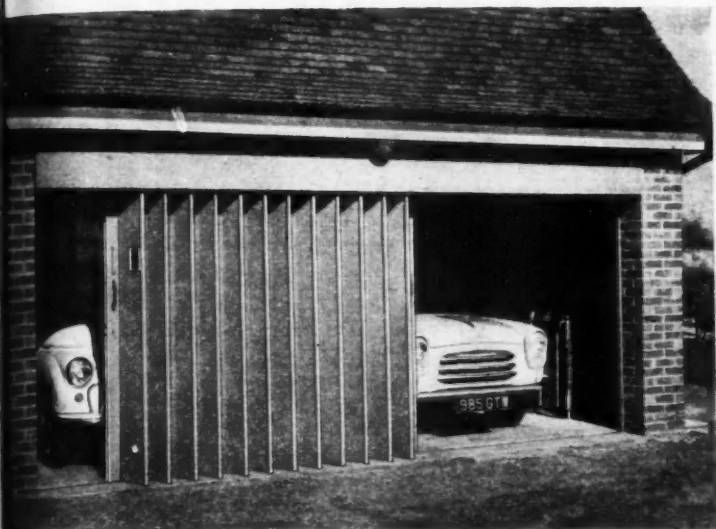


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SHUTTER DOORS FOR GARAGES

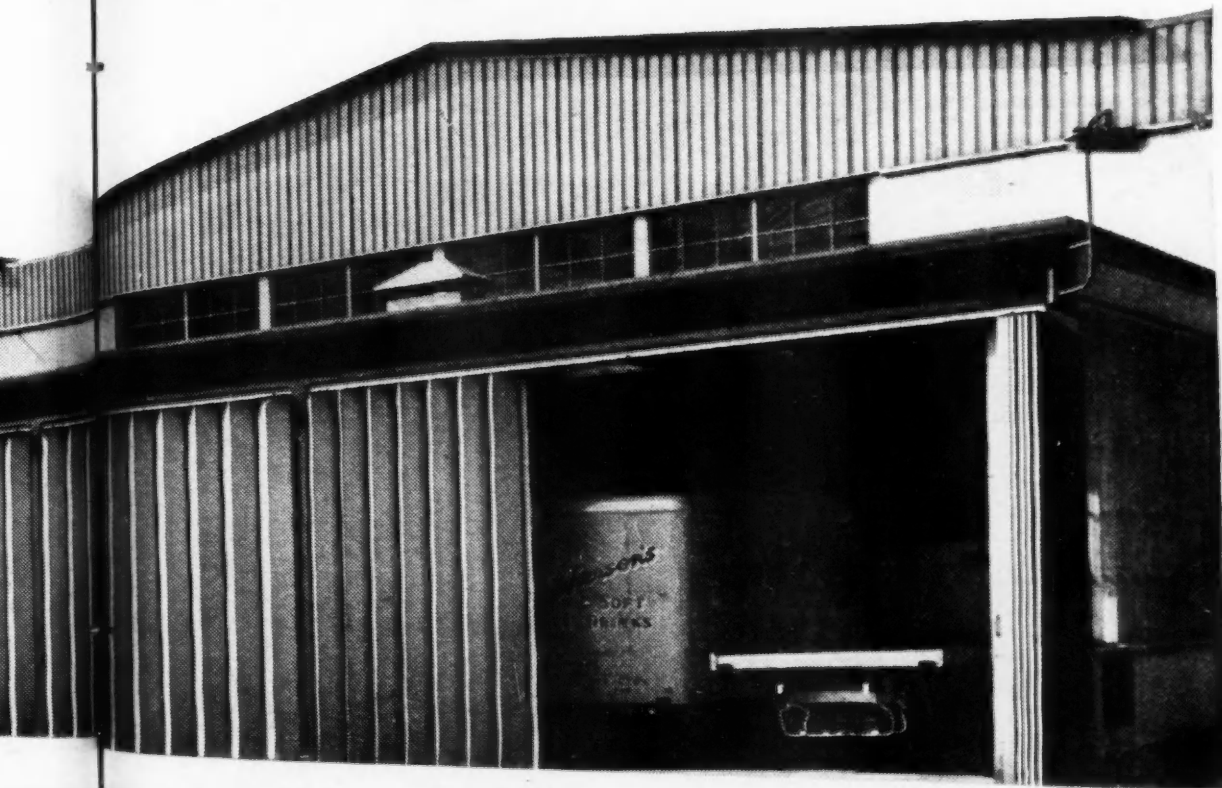
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- ★ HEAVILY SHERARDISED SHUTTER LEAVES.
- ★ MANGANESE BRONZE OR ALLOY HINGING STRIPS.
- ★ ENTIRELY TOP HUNG FOR EASIER OPERATION.
- ★ VISION PANELS UP TO 36" DEEP x 9" WIDE MAY BE FITTED ON REQUEST.

Left: Domestic installation showing how a shutter door may be opened from either side of the garage facilitating the exit or entry of either car.

Extreme Left: Six pairs of electrically operated doors installed at Kuala Lumpur Municipal Fire Station. Shutter leaves are perforated with 4" dia. holes, to ensure free circulation of air.



TED BOLTON • LANCES • The BIG name in doors



SPENBOROUGH

DISPLACEMENT TIPPERS

The HIGH ANGLE
OIL IMMERSED
TELESCOPIC GEARS

Spenborough Displacement Rams have precision ground working surfaces to ensure maximum efficiency, these surfaces being wiped clean and immersed in oil on every stroke thereby eliminating deterioration from corrosion. Available in single or twin ram end or underbody arrangements and in a range of lifts and capacities to suit various chassis and duties

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HECKMOND WIKE, YORKS. Tel.: 924/5 Grams: UNION
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MAKE THE TRUCK FIT THE JOB

This NEW DENNIS PAX has a 5.5 litre four cylinder diesel engine, special ratio four speed gearbox, three-man cabin and alloy deck with interchangeable sides. Designed expressly for the customer's needs.



How often have you wished that your standard trucks were just that much longer, shorter or lower? What economy there would be if the trucks exactly fitted the job. Why not talk to us about your transport problem? The Dennis range is wide and comprehensive and meeting unusual requirements our speciality.

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DENNIS BROTHERS, LTD., GUILDFORD

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All Crompton Heavy Duty batteries are now available with F.S.C. (Factory Sealed Charge) — *at no extra cost.*

F.S.C. batteries stay factory-fresh right up to the time they are needed — only then are the seals broken, the acid added and a short first charge given. F.S.C. means that a battery starts its long life only *from the moment it is installed.*

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HEAVY DUTY BATTERIES WITH



ELECTRICAL EQUIPMENT

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Carrimore



SEE HOW THEY RUN!

We have been honoured
with an order for nine
of these maximum load
Carrimore Eight Wheelers

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If it's liquid in bulk . . .
safety and economy suggest
**ROAD
TANKS**

Illustrated above: 4,000 gallon
Five-compartment
Mild steel
• Epikote[®] lined Petrol Tank
Mounted on Atkinson T746 Tractor.
Dyson running gear.

FABRICATED IN
STAINLESS STEEL
MILD STEEL
ALUMINIUM, NICKEL
AND ALUMINIUM
BRONZE ALLOY

Illustrated below: 3,400 gallon
single compartment
Mild Steel, Fuel Oil Tank,
using Foden FETU 6/25 Tractor
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Shell $\frac{1}{16}$ " thick, Ends $\frac{1}{8}$ " thick.
Tank designed for pressure discharge at
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The insulation encased in 18 G Aluminium
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WELD X-RAY PLANT

Butterfields are equipped
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materials testing,
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For any required
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'EPIKOTE'

Butterfields are also equipped
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Tanks with 'EPIKOTE' Resin
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HIRE PURCHASE ON THE MOST FAVOURABLE TERMS

'North Central' provides immediate funds on excellent terms for the purchase of motor cars, motor cycles, commercial vehicles, heavy haulage transport, agricultural machinery, earth-moving equipment, and all types of plant and machinery.

'North Central' is a subsidiary of the National Provincial Bank, and any one of the 1,534 National Provincial branches will put you in touch with 'North Central'. For further information, contact your nearest 'North Central' office or ask your local National Provincial Bank Manager to arrange an introduction.

Remember—'North Central,' the oldest hire purchase finance company in the world, offers you the benefits of 98 years experience in sound hire purchase finance.

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NEW!

the greatest achievement
in spark plug history!

Spark Plugs designed with a built-in *self-cleaning* action, with a type to benefit commercial vehicles, AC HOT TIP SPARK PLUGS ensure full-firing performance throughout their long life ... and save petrol, too!

1 AC 'HOT TIP'

Deeply recessed thin tip *heats up fast* to burn combustion residues before they can form ... and *cools fast* to avoid pre-ignition.

Roomier shell-to-insulator space enables hot gases to whirl residues away, giving a **double-cleaning** fuel-saving action.

2 AC 'CONDUCTASEAL'

Fusion of copper and glass makes the finest gas-tight seal ... keeps heat where it's needed — at the Hot Tip.

3 AC 'BUTTRESS' INSULATOR

Ribs are not just decorative — they give maximum protection against power-robbing 'flashover.'

Write now for free booklet—'The AC Hot Tip Story' to AC-Delco Division of General Motors Ltd., Dunstable, Beds. Also at Southampton & Liverpool.



HOT TIP SPARK PLUGS

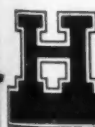
FOR 'FULL-LIFE' PERFORMANCE AND ECONOMY



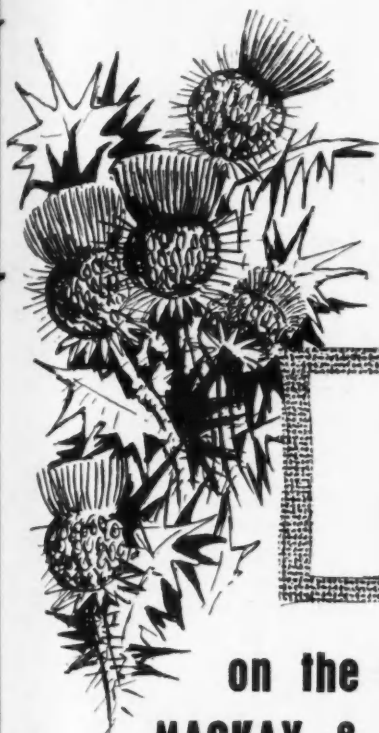
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on the LEYLAND and
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**A TYPICAL
HEAVY-DUTY
HOMALLOY
TIPPING BODY with
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Homalloy Special Full-View plastic cab with heavy-duty tongued and grooved, alloy tipping body on A.E.C. chassis.

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Congratulations to Ford on their splendid feat in completing the first journey by road from London to Moscow in 45 hours, with a Thames coach.

We are proud to know that the completely standard Simms Equipment:—

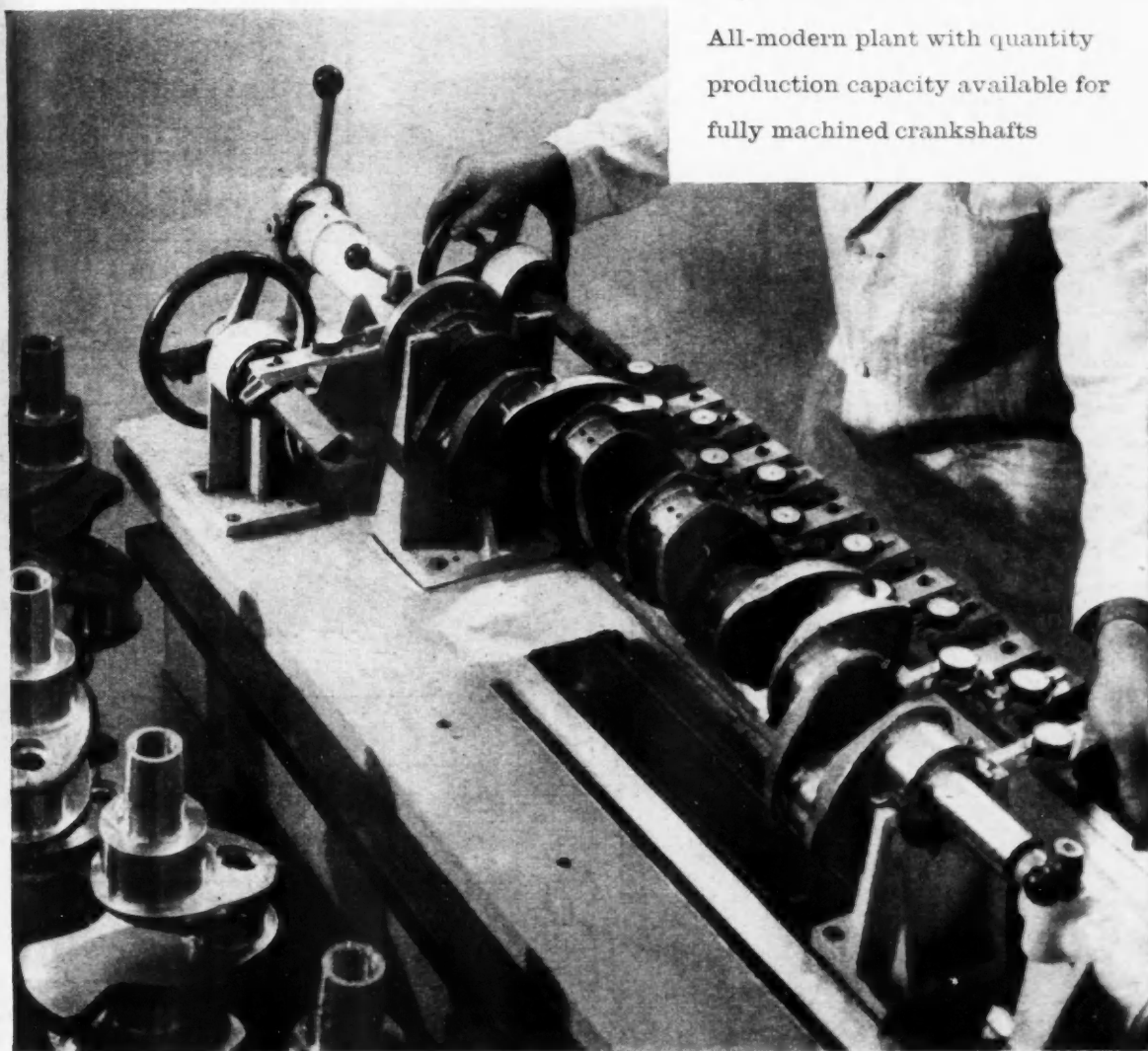
FUEL PUMP • INJECTORS • DYNAMO • CONTROL BOARD contributed to this trouble-free and fastest-ever road run between the West and East Capitals.

SIMMS MOTOR UNITS LTD • EAST FINCHLEY • LONDON N2

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INDUCTION OR NITRIDE HARDENED

All-modern plant with quantity
production capacity available for
fully machined crankshafts



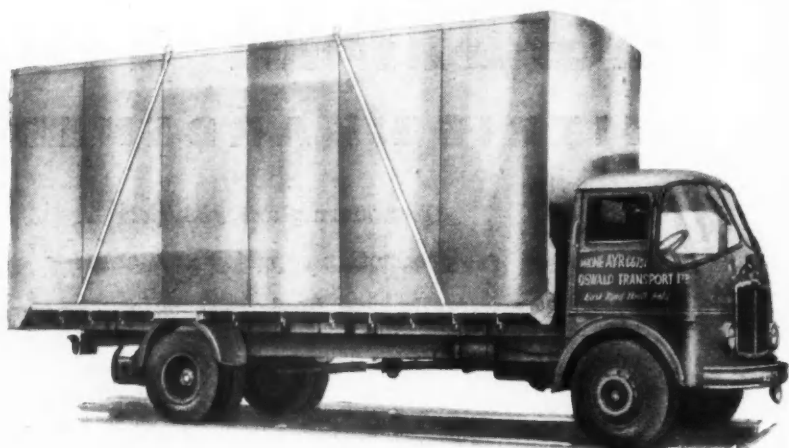
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COMPANY LTD., PRECISION & GENERAL ENGINEERS

A member of the Guest, Keen & Nettlefolds Group of Companies

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LIGHT ALLOY **BOALLOY** REGD. FIBREGLOSS

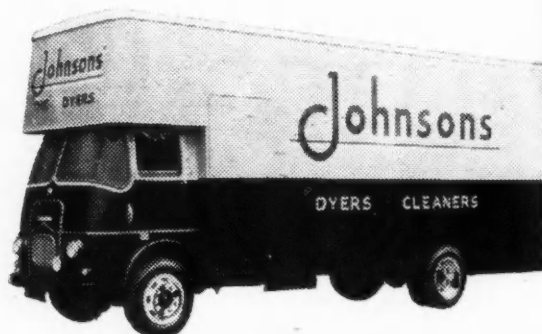


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VANS, CABS &
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IN LIGHT ALLOY
AND FIBREGLOSS
FOR **OSWALD**
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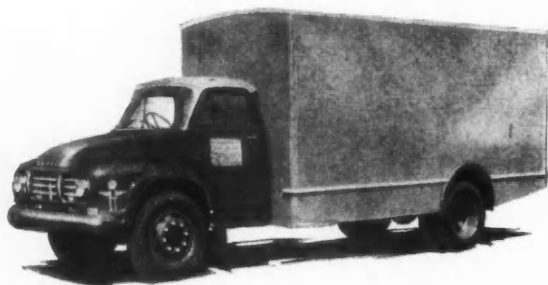
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LIGHT ALLOY & FIBREGLOSS
LUTON VANS WITH INTEGRAL
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OF **MESSRS. JOHNSONS**
THE LIVERPOOL CLEANERS.



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COMPOSITE CONSTRUCTION
VANS FOR LARGE SCALE
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BY **HARRIS ROAD SERVICES LTD.**



JUST TO PROVE
THERE'S A BOALLOY BODY ON EVERY ROAD IN BRITAIN!

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Further outlook: Fine...



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Coach passengers expect comfort. In coaches heated by SMITHS equipment they get it—no matter what the conditions outside. SMITHS windscreen demisters add to the drivers' comfort, too, and so make travelling safer. Duple fit SMITHS equipment in The Britannia, The Donington, The Bedford Super-Vega, and The Commer luxury coaches.

SMITHS

**heating and
demisting equipment**



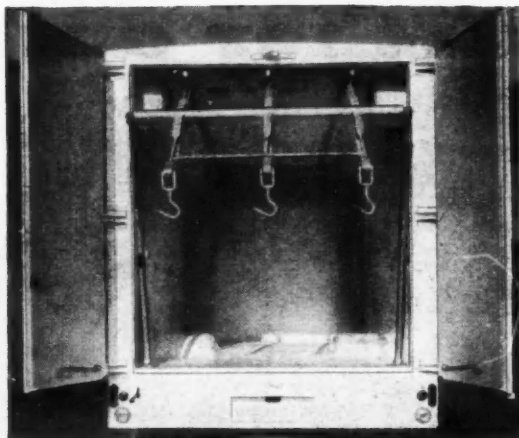
from **SMITHS** a name with a world of meaning

For heater leaflets S1359 and S1361 write to:

SMITHS MOTOR ACCESSORY DIVISION • WITNEY, OXON • TELEPHONE: WITNEY 678

A19

Marsden (Coachbuilders) Ltd., Warrington, specialise in building bodies for meat transport. This Marsden van incorporates several outstanding features. Fibreglass is two of them!



Cool, clean and heading for 2 veg.

The interior of this meat van is a one-piece moulding in Fibreglass Reinforced Plastics. This is backed by 2" of Fibreglass insulation. Hence the cleanness, hence the coolness.

The insulation is resilient, non-settling and could hardly weigh less. Its insulation properties are high, its cost remarkably low. The F.R.P. interior will not corrode and will not stain or taint the meat. Carcasses need no wrapping and, if they thump and bump on the van floor and walls, F.R.P. can take plenty of that. Cleaning is easy because the corners are rounded and there are no joints whatsoever. Fibreglass backed by Fibreglass. How light, how cool, how downright hygienic can you get!

FIBREGLASS

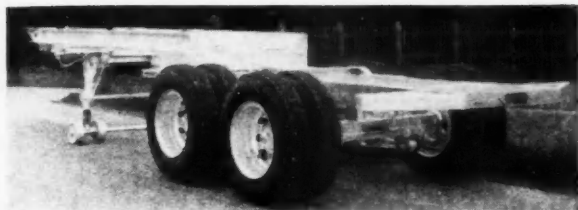
TRADE MARK

Insulation and Reinforced Plastics

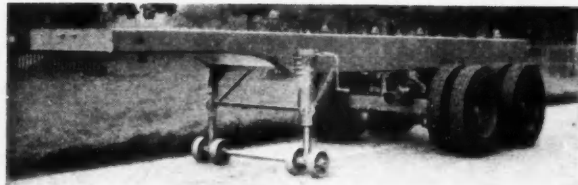
FIBREGLASS LIMITED, ST. HELENS, LANCS. TELEPHONE: ST. HELENS 4224

HANDS

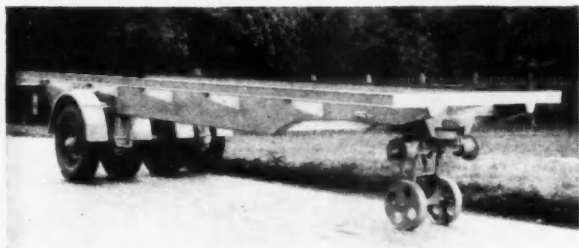
TRAILERS LEAD THE WAY ON EVERY ROAD THROUGHOUT THE WORLD!



UTLT 16/18 ton. Tandem axle. Tanker chassis. All rubber suspension.



UTSF 16/18 ton. Straight frame. Tandem axle. All rubber suspension.



GBSF 12 ton. Double bogie also as S.A.E. up to 12 and 15 ton.

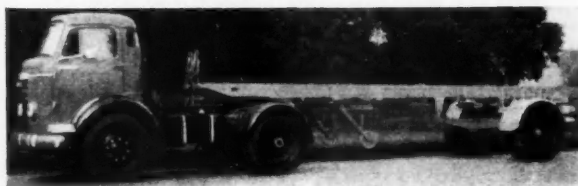
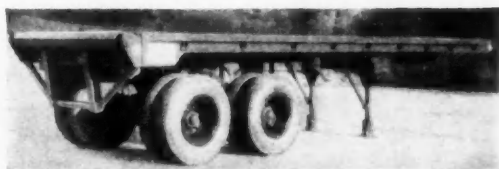


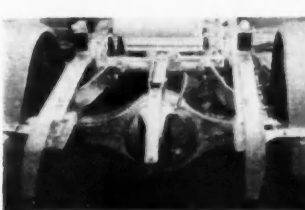
Illustration above shows USSF 10 ton. Hands air suspension. Made in complete range.

Illustration below shows USLM 12 ton Detachable Axle Machinery Trailer. Standard range 8—40 ton.

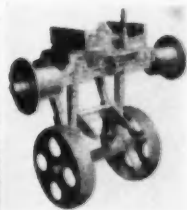


UTOF Oilfield Floats. 75,000 lbs. S.A.E. Fifth wheel. Manufactured 20,000 to 100,000 lbs. capacity.

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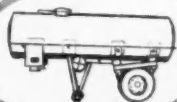
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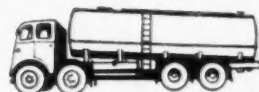
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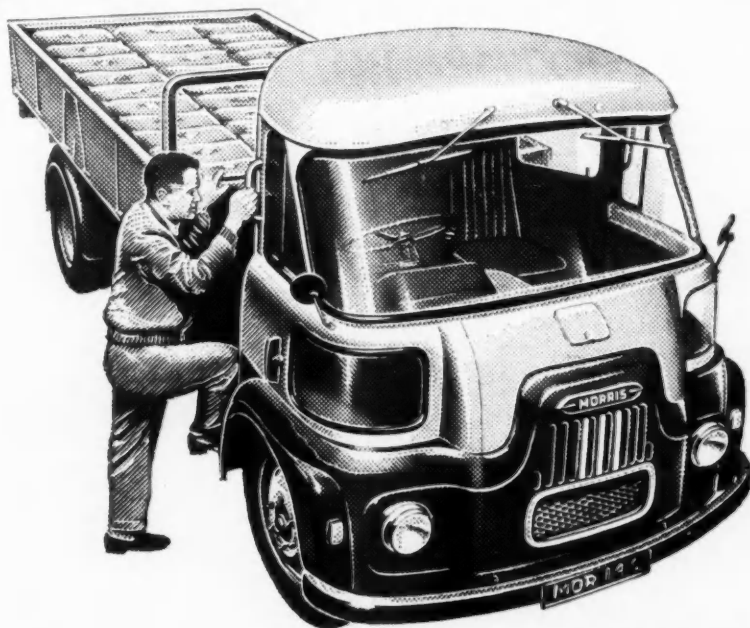


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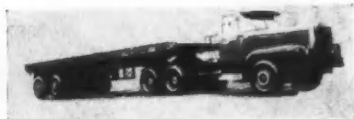
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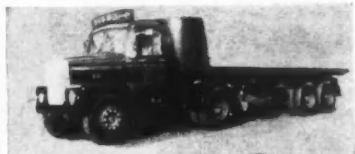
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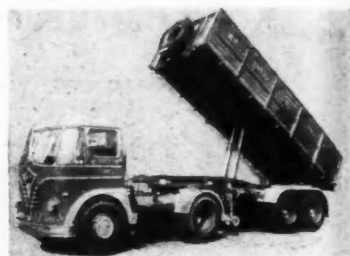
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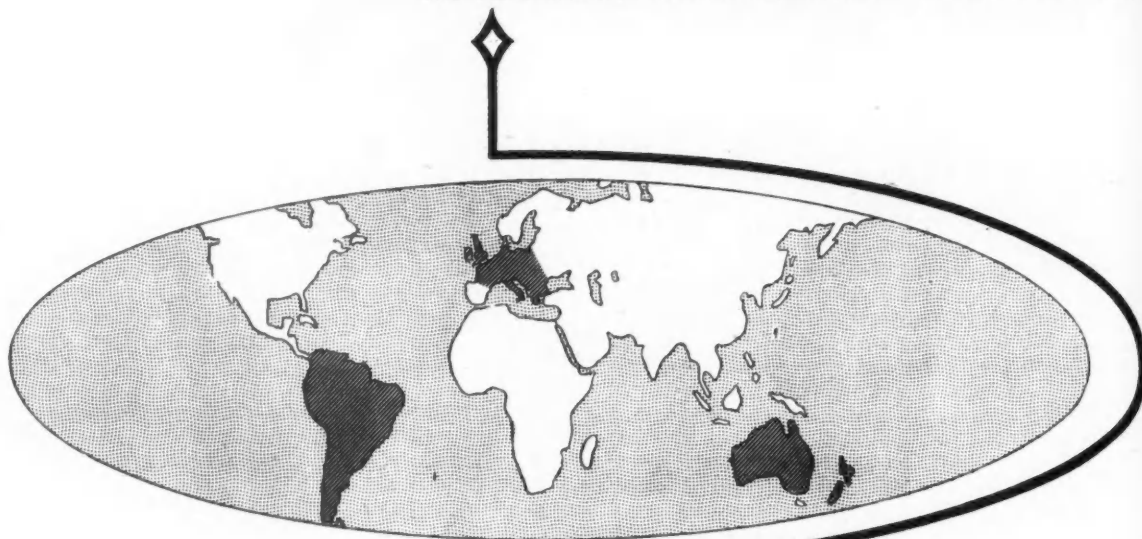
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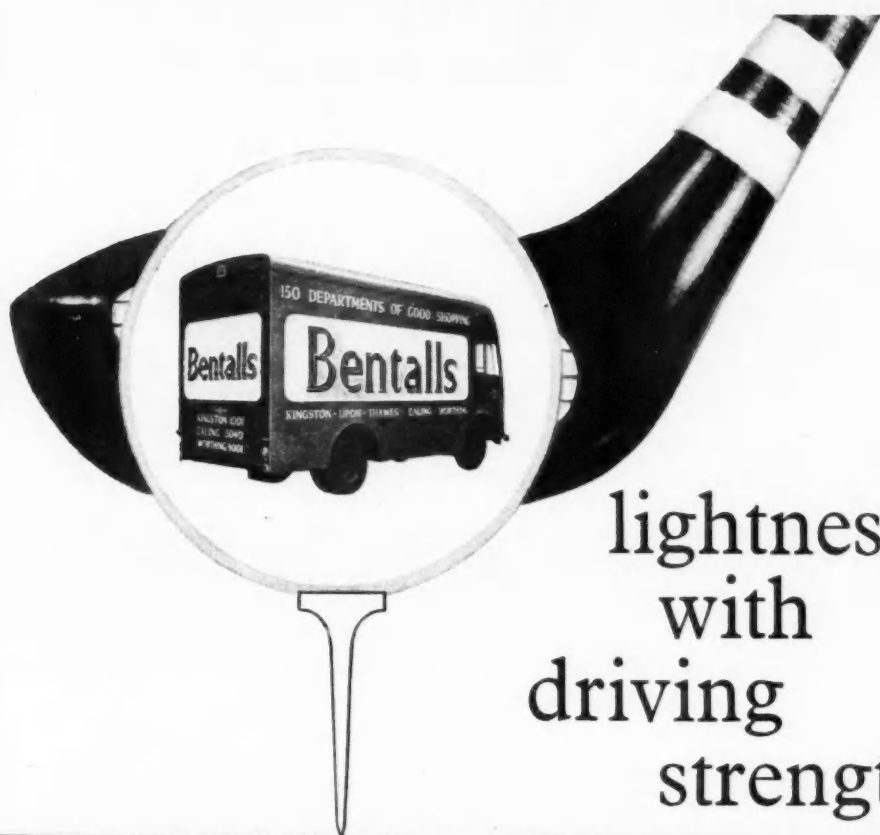
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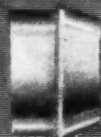
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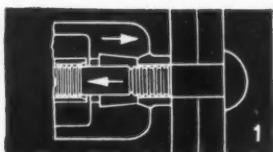
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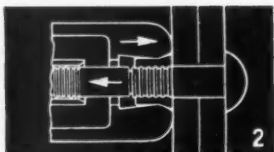
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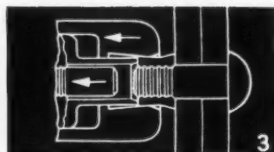
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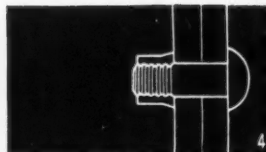
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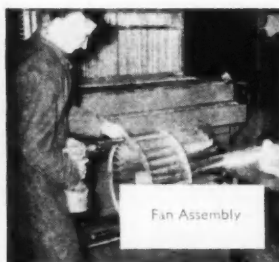
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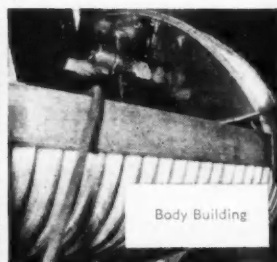
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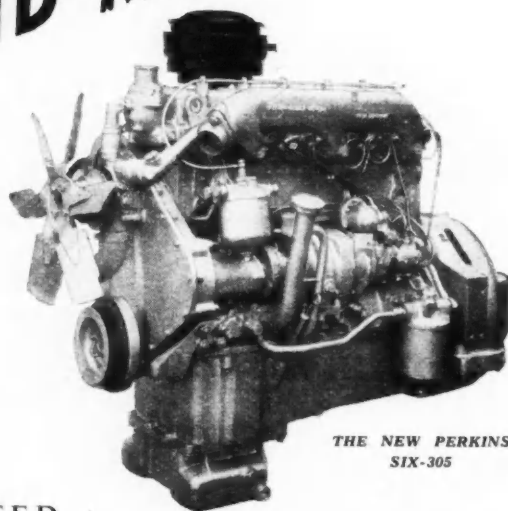
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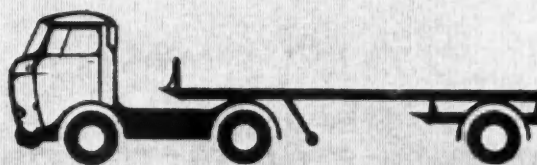
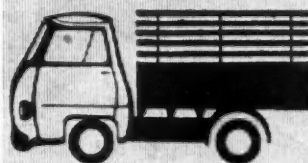
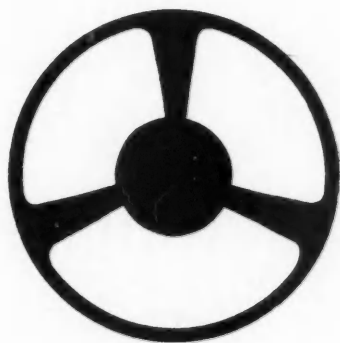
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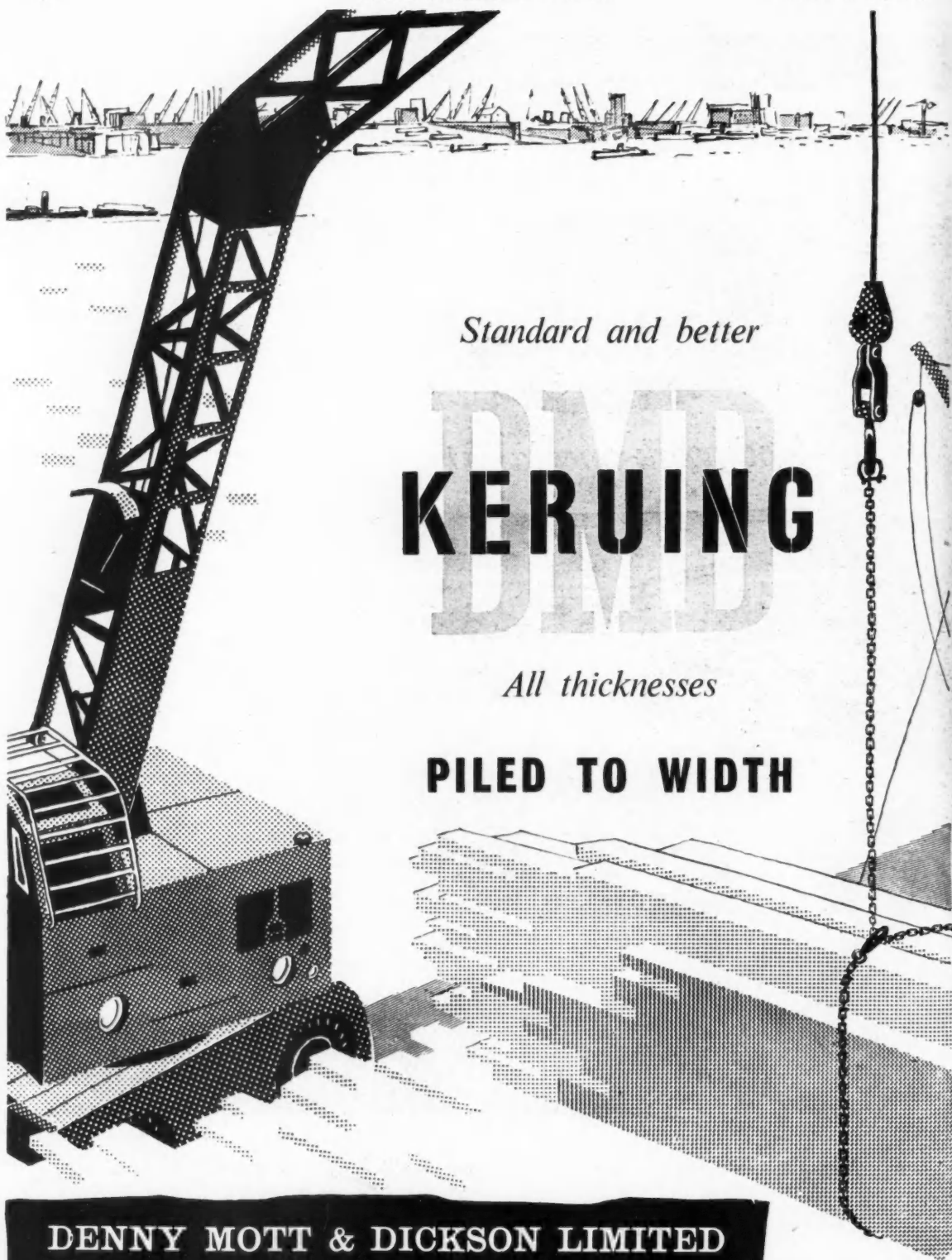
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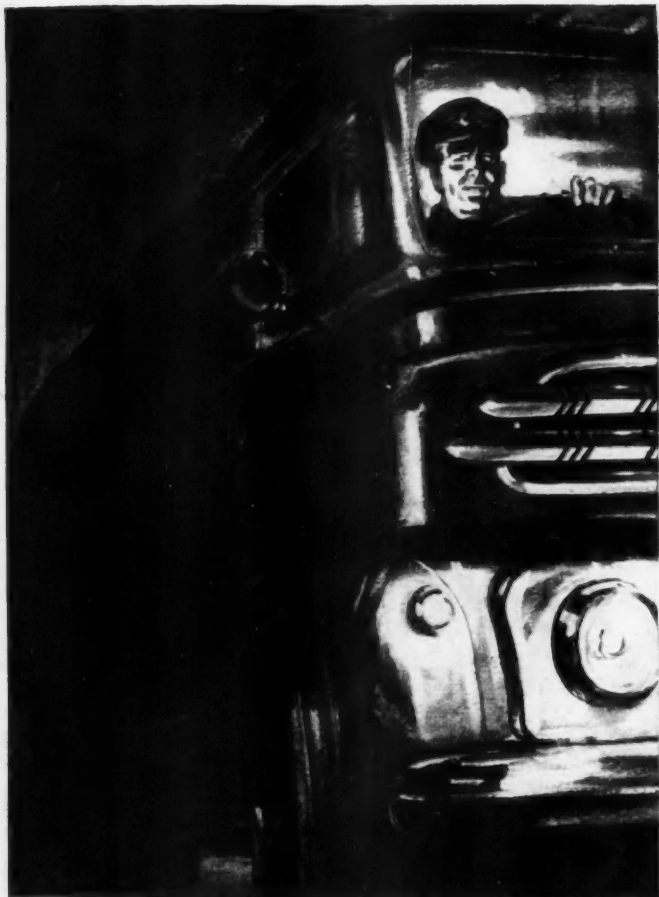
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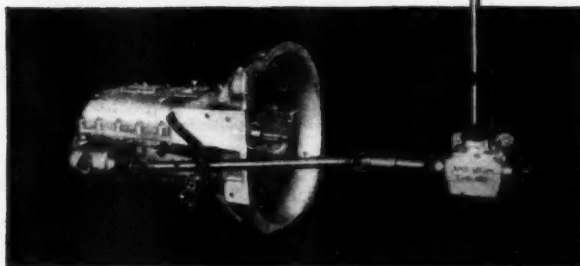
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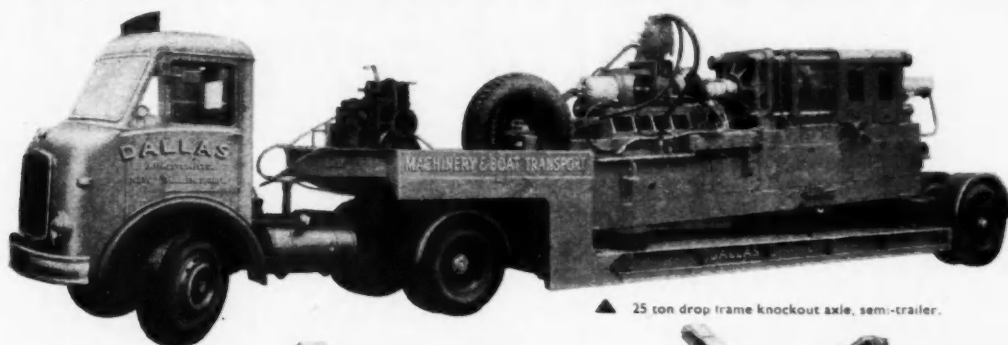
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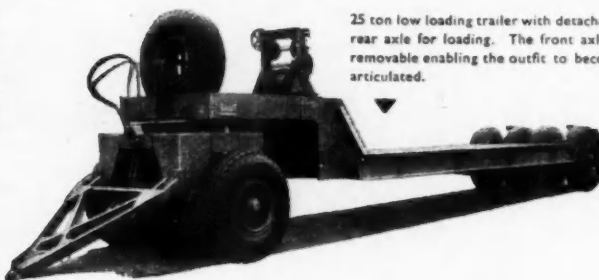


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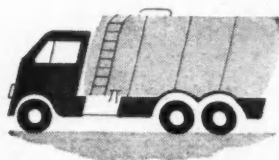
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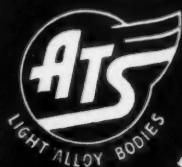
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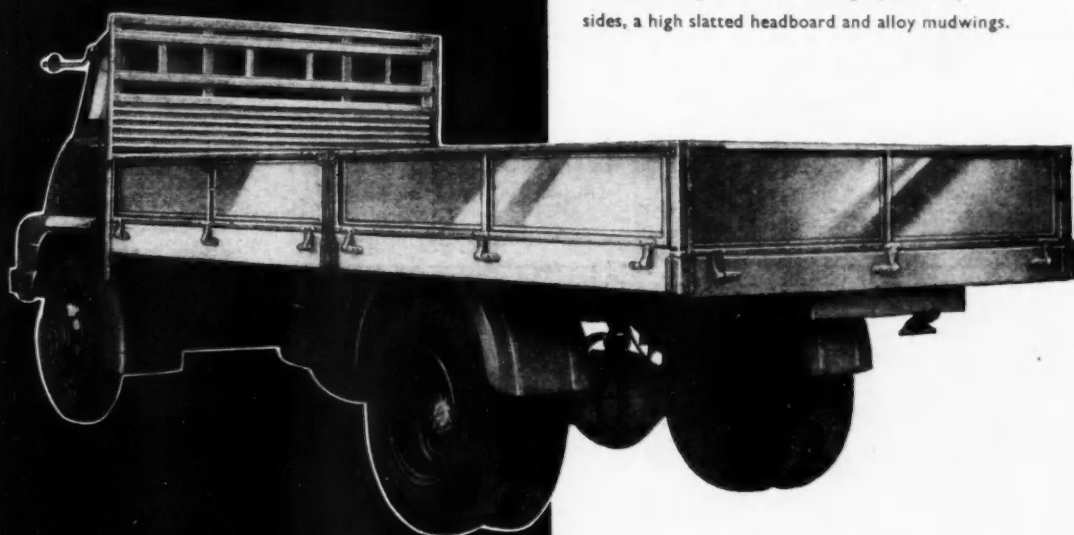
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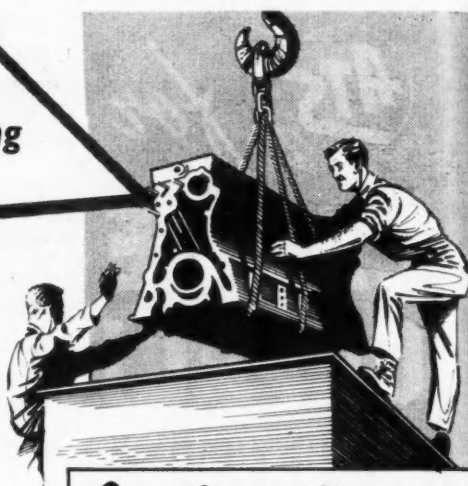
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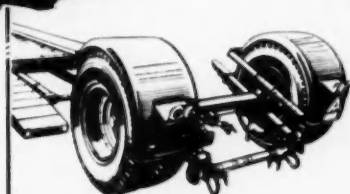
LOW LOADERS

WITH A DIFFERENCE

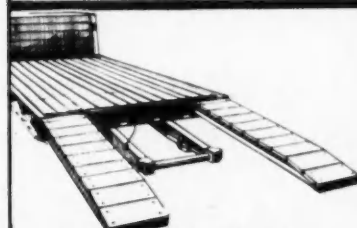


LITTLE GIANT
10-TON
SEMI

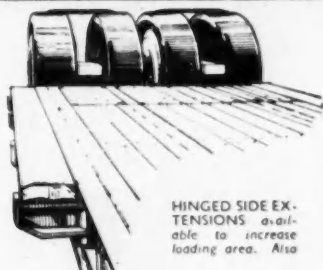
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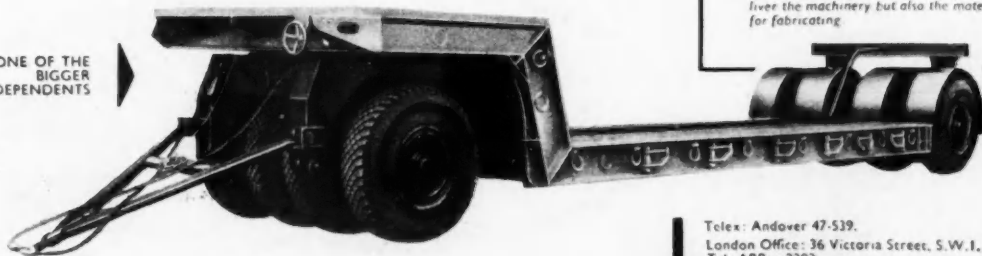
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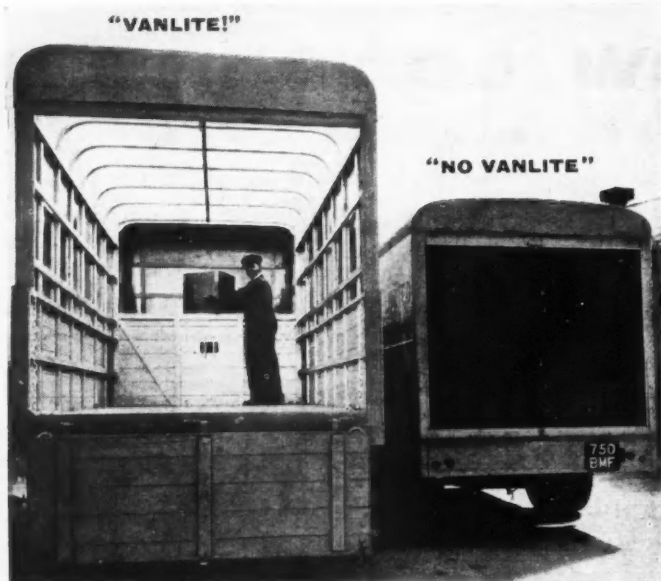
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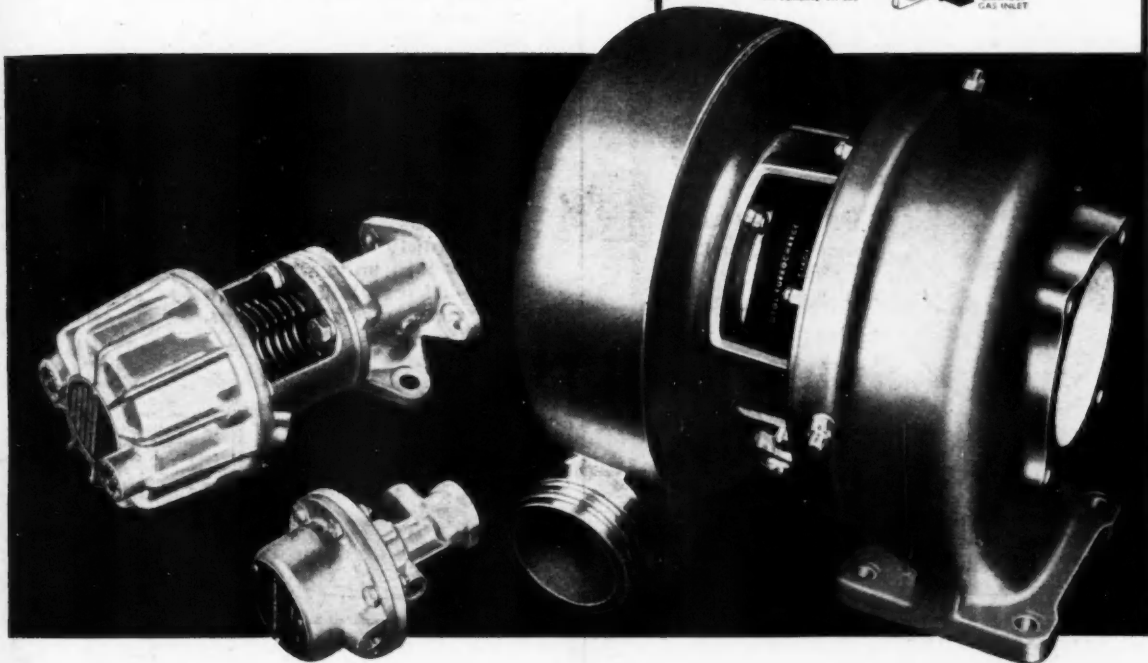
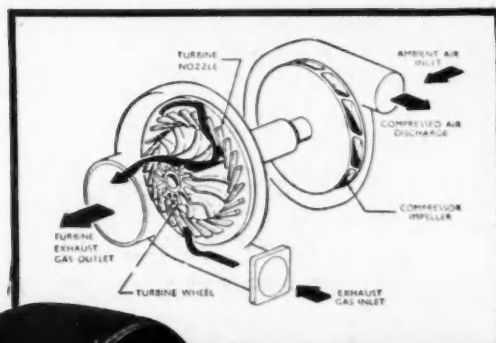
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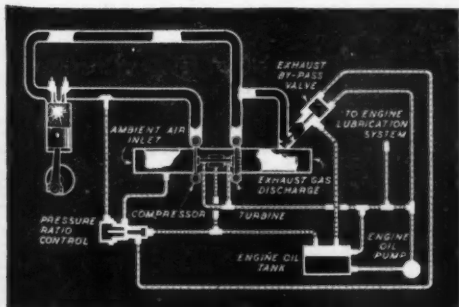
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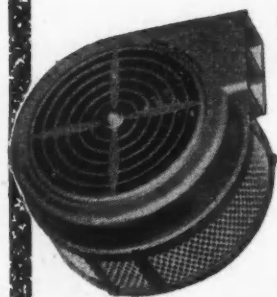
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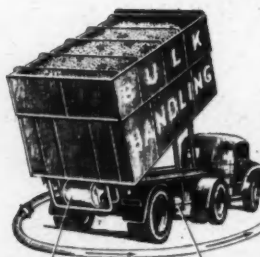
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FOODSTUFF IS PNEUMATICALLY PIPED DIRECT FROM LORRY TO CUSTOMERS' STORAGE BINS

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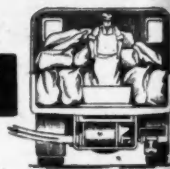


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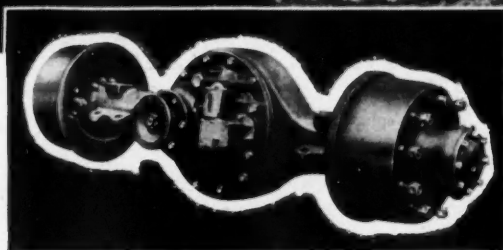
say 'Passenger Transport'



Photograph by courtesy of 'Passenger Transport'

'Passenger Transport' verified the claims made for the Eaton 2-speed axle when they road-tested the successful Bedford/Duple Vega 41-seater coach recently. "I did not anticipate such an excellent fuel consumption . . . the coach returned a consumption of 21-25 m.p.g."

"On this model the Eaton 2-speed axle contributed much to its smooth ride and performance." "... the simplicity and smoothness of the Eaton 2-speed axle was a tremendous boon on a road such as the A41, where intolerable traffic conditions



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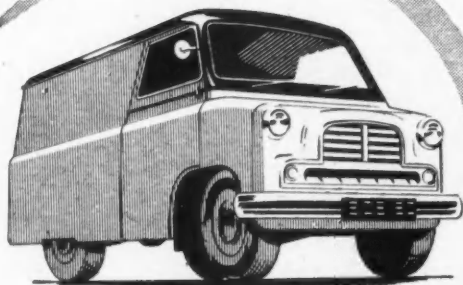
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E.N.V. Engineering Co. Ltd., London, N.W.19.

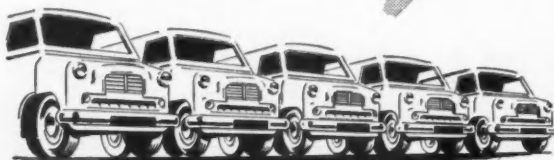
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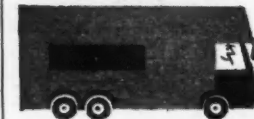
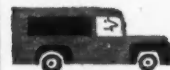
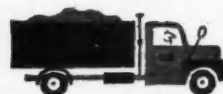
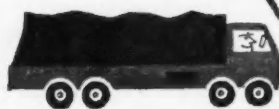
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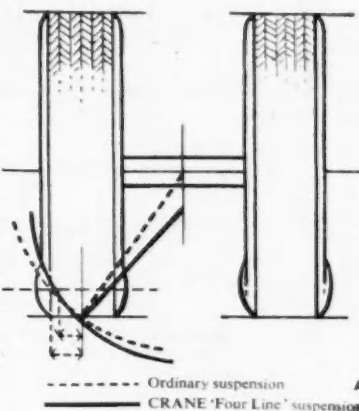
The CRANE patent trunnion-
ended suspension (which pivots
below axle level) adds miles to the
life of a tyre by reducing scrub to
an absolute minimum, stability too
is greatly increased—see diagrams
A & B.

Note these special features of the
CRANE 'Four Line' suspension.

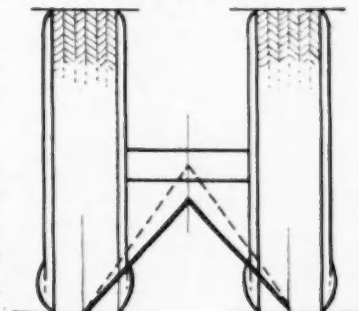
● Spring ends recessed into
trunnions in brackets on trailer
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● Each pair of wheels free to
rock about pivot point below
axle level.

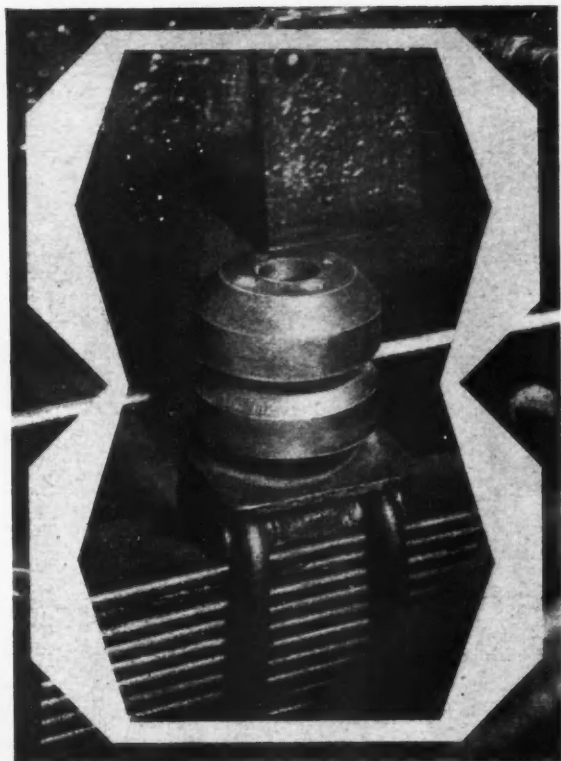
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Note low pivot point of CRANE
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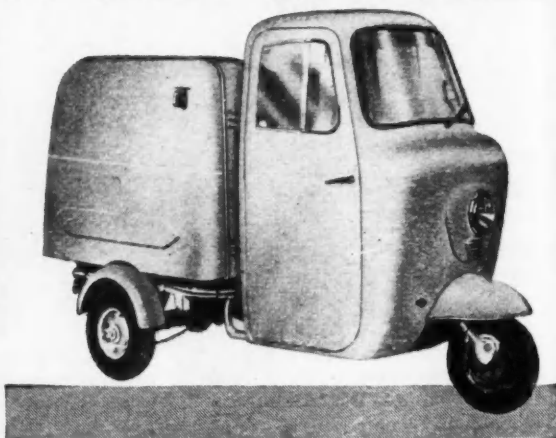
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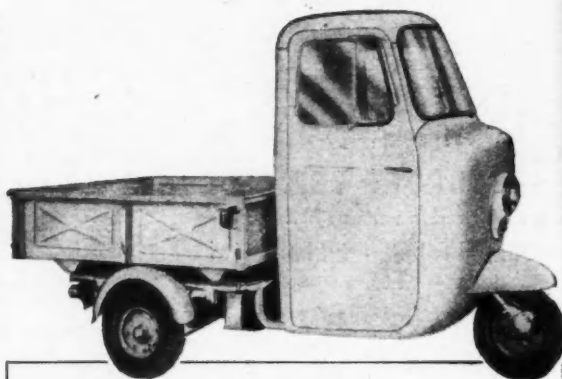
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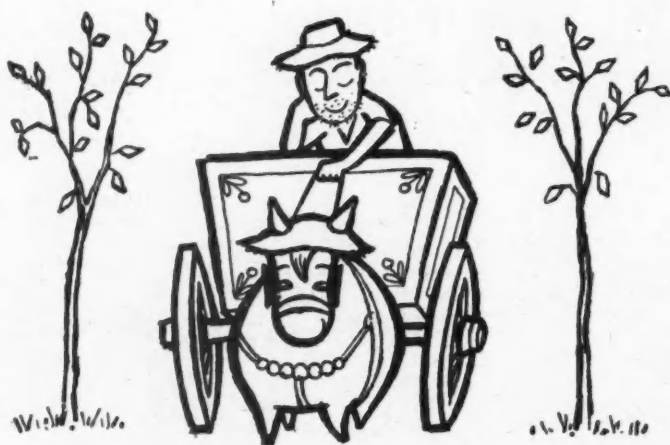
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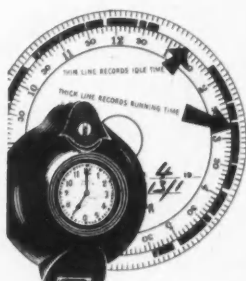
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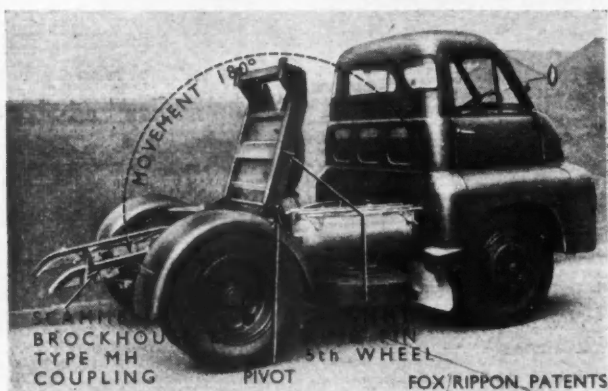
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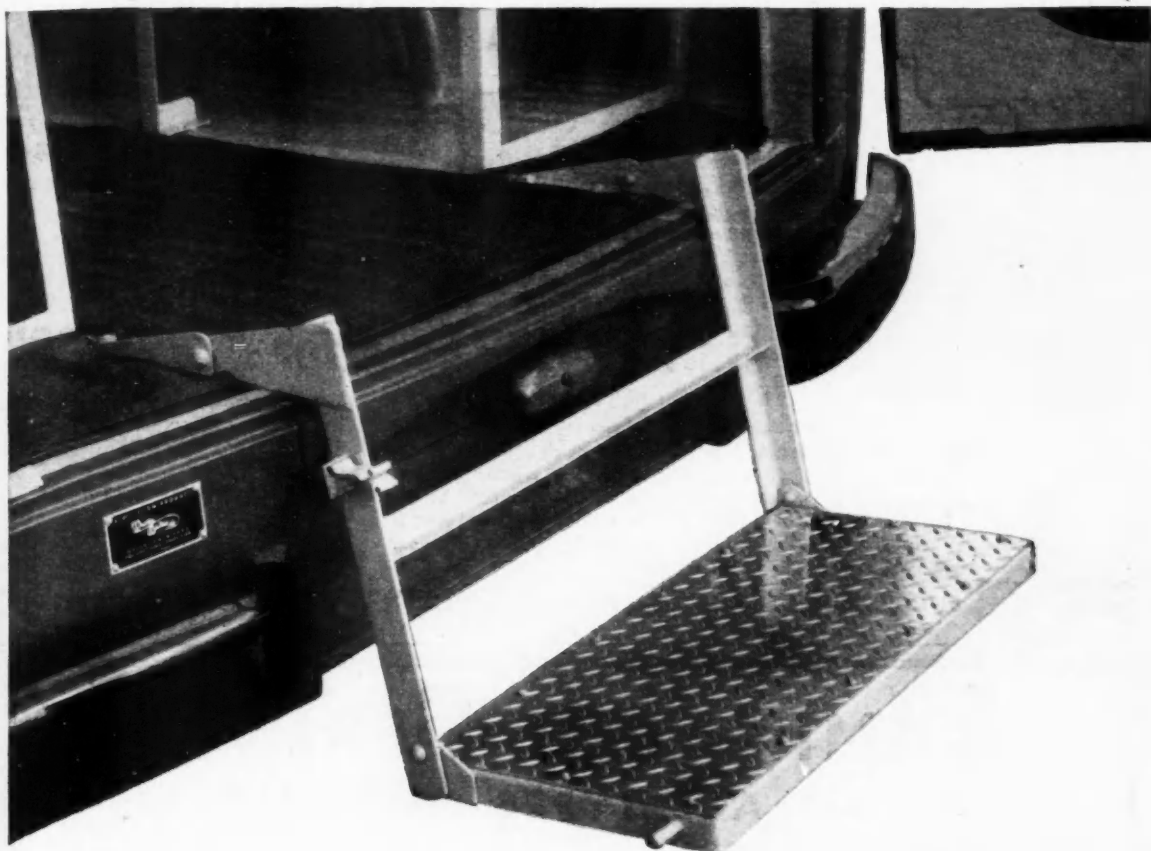
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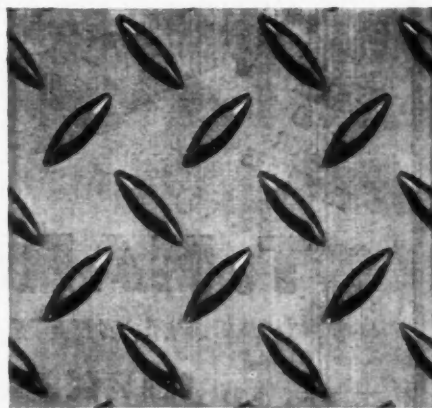
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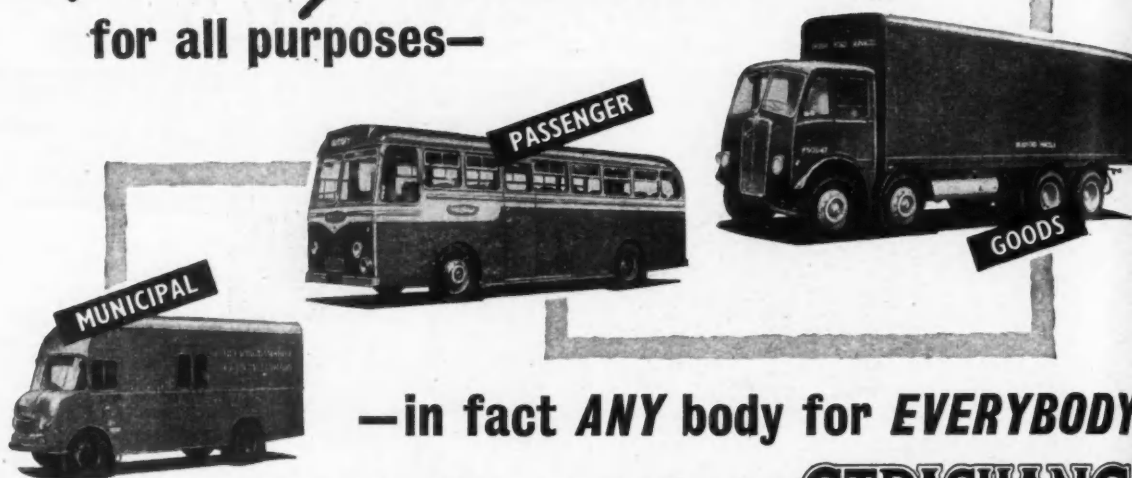
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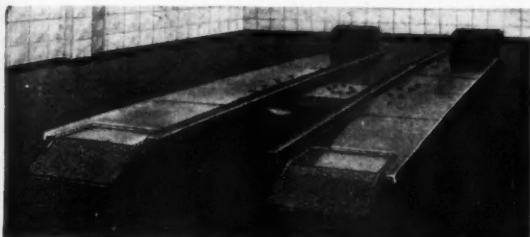
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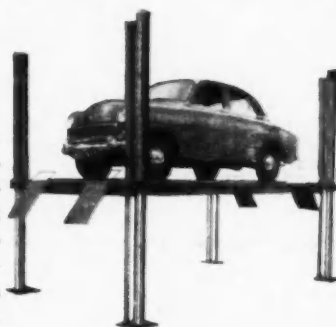


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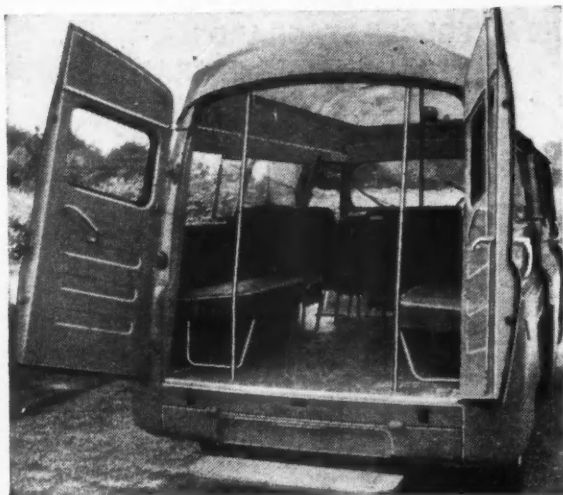
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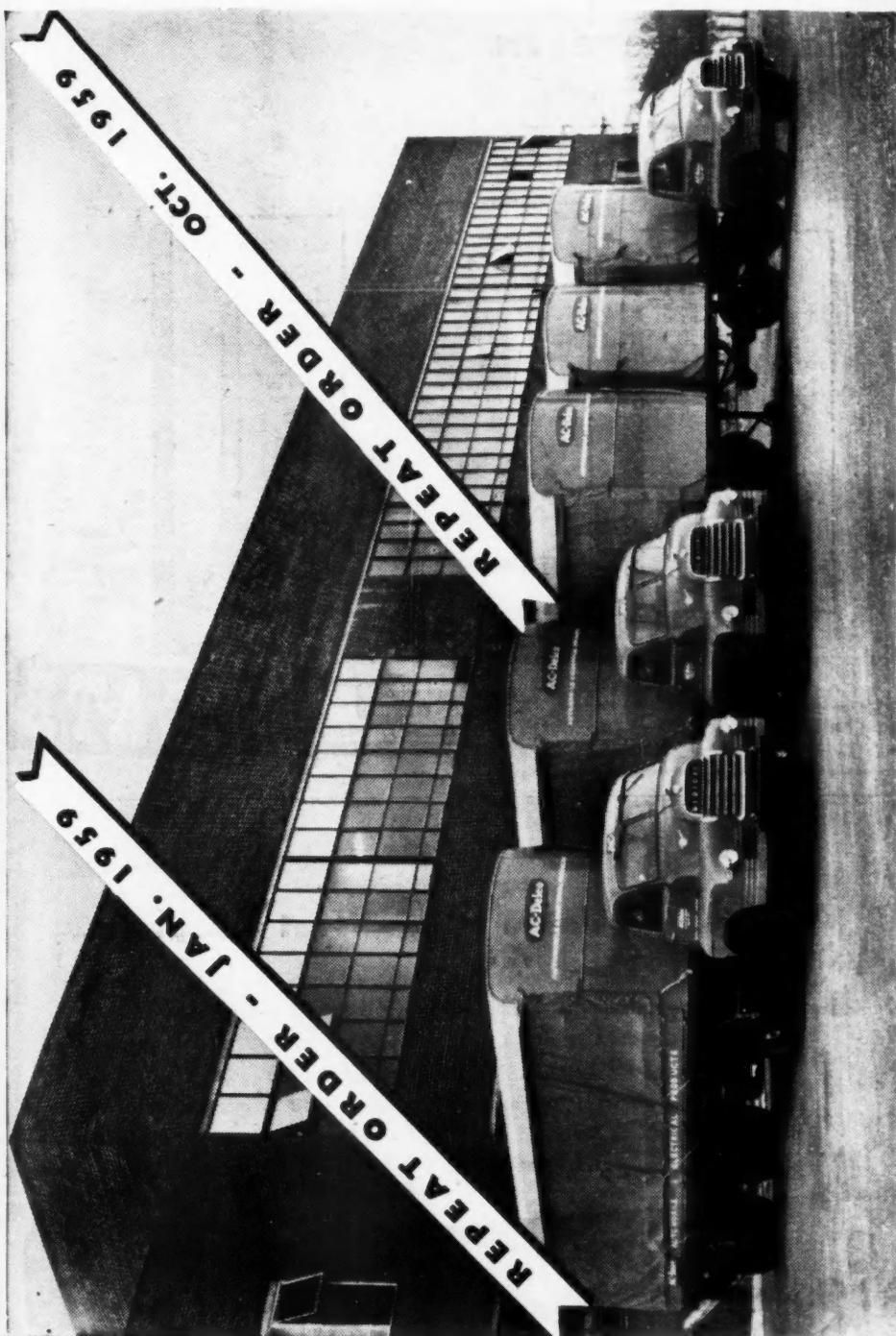
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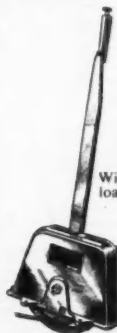


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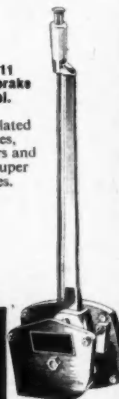
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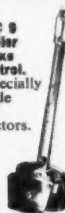
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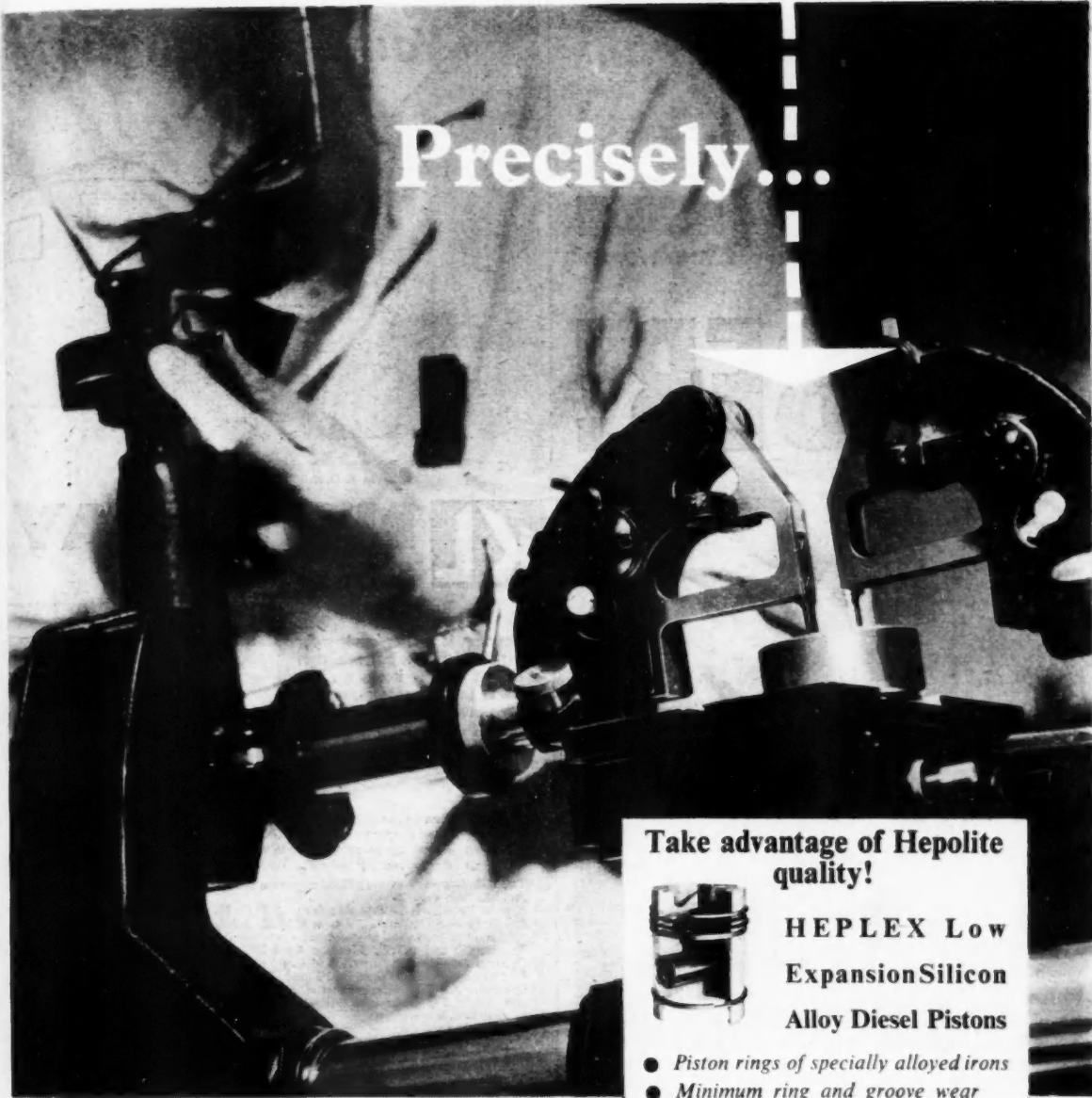
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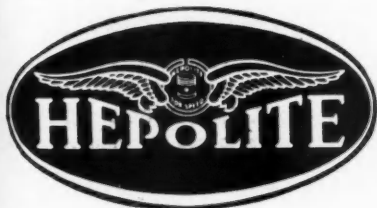


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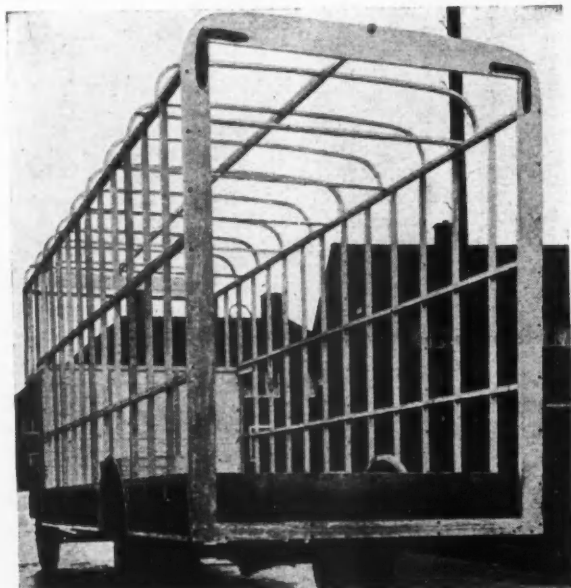


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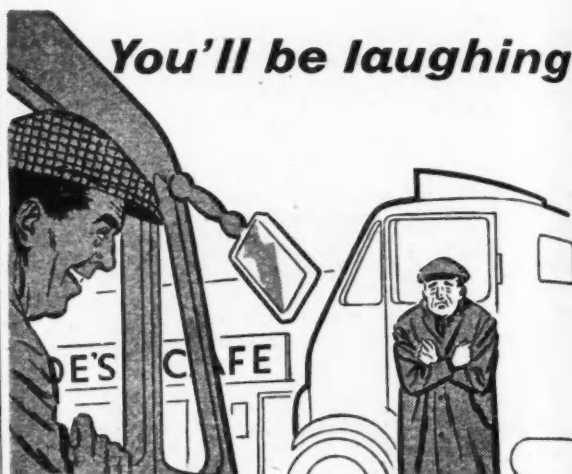
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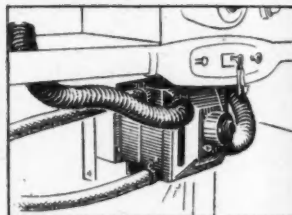


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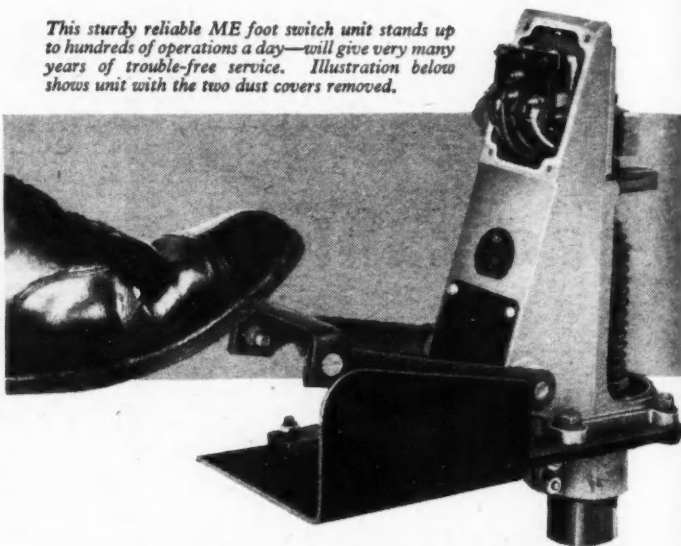
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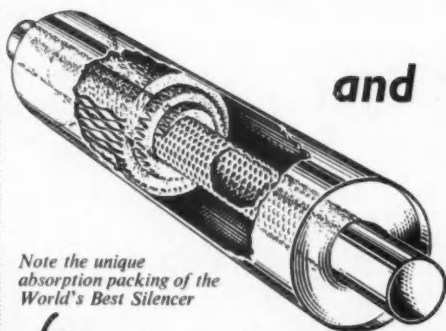
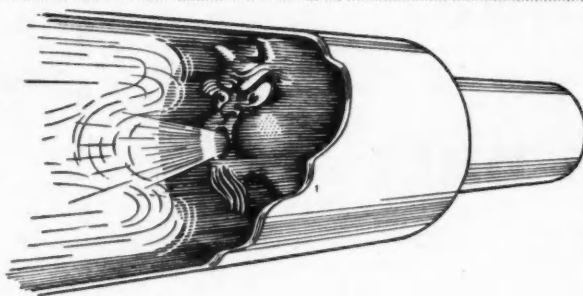
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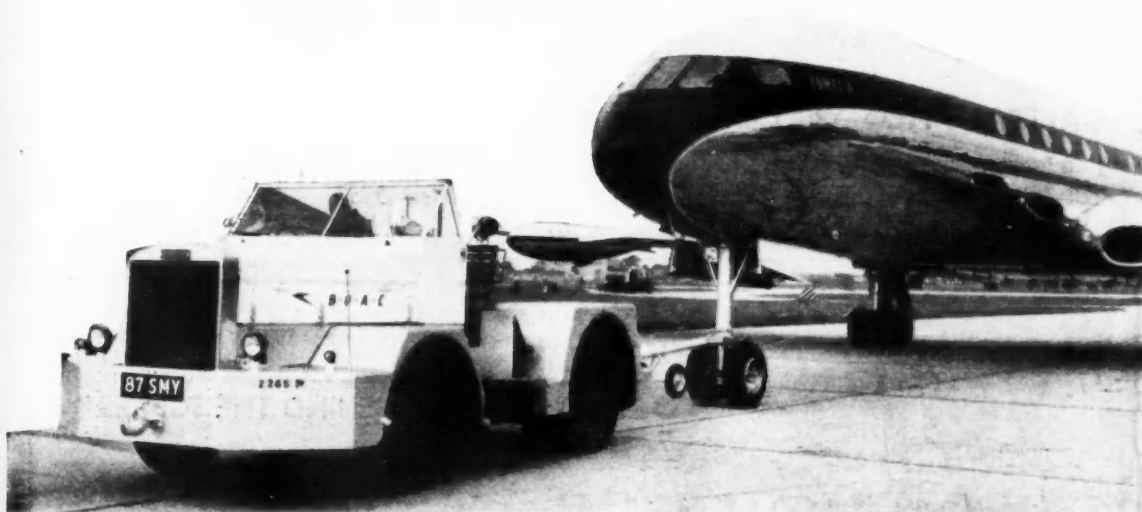
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with the

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FOUR 99

**Ratings up to 43 b.h.p. at 4,000 r.p.m.—the first
really high speed diesel!**

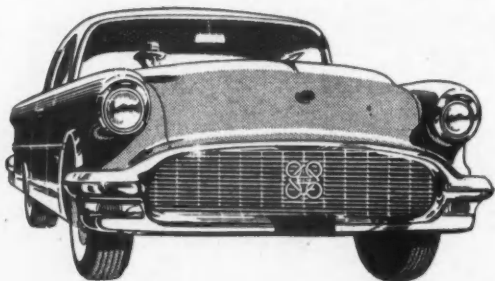


This is the "unshackled" diesel! The amazing FOUR 99 has speed, quick acceleration and smoothness. Plus the untiring power and proved efficiency for which Perkins diesels are famous.

This is what satisfied operators have to say about this amazing engine:—

Mr. Norman Holt, Transport Manager, W. & C. French Ltd., Contractor for Civil Engineering Works.

"From the figure I have given you it is obvious that on an average annual mileage of 25,000 we shall save 625 gallons of fuel or over £125 per year, in addition, due to the longer life of a diesel engine, we shall expect to save the cost of a reconditioned engine during the vehicle's life.



As a result of our tests we are now fitting the FOUR 99 in all new 15 cwt vans.

From the largest Laundry Group in Europe.

"We write to confirm the following results obtained from our fitting of your FOUR 99 diesel engine into a Bedford 10/12 cwt van.

1. Number of production calls per day—300.
2. M.P.G. (fuel) average 32 (as compared with 18.88 on petrol).
3. Over an 18 month period no involuntary stops were caused by your engine, and its reliability has in our opinion been outstanding.
4. To effect the conversion from petrol to your diesel engine offered no difficulties.

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Over 1,100 FOUR 99 engines have now been ordered by this Perkins distributor. About 95% are being installed in taxis averaging up to 12,000 miles each in Singapore and Malaya.

Mr. S. L. Moore, Manager, Lyons Motors Ltd., states "At these mileages, the FOUR 99 is ideally suitable and pays for itself in a very short time. The engine has proved extremely reliable and economical giving fuel consumptions of up to 56 m.p.g."

The Perkins FOUR 99 together with other high speed vehicle diesel engines of the Perkins range will be ON SHOW on the various stands of Manufacturers and Perkins Signholders at the Scottish Motor Show, Glasgow, November 13th-21st.



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271V

Safety Run Wild

IF practical effect were given to the findings of the High Court in the recent case of *Lang v. London Transport Executive*, main-road traffic would be brought to a halt. The ruling places an intolerable burden on the driver to anticipate the folly of others, which is an entirely different matter from exercising reasonable vigilance. It is one thing to expect a fool around every corner, but quite another to have to prevent the consequences of his stupidity.

The facts of the case merit a careful examination. A London bus driver was travelling at a moderate speed on a main road towards a junction with a minor road on his left, of which he had a clear view. He saw some cyclists nearing the junction and, presumably relying on the fact that his was undoubtedly the major road, continued at the same speed until he collided at the junction with a motorcyclist whom he had not noticed. The motorcyclist had ignored a "Slow" sign in the side road and was fatally injured. In awarding his widow damages, the judge placed two-thirds of the blame on the motorcyclist and a third on the bus driver.

The judge held that, although the motorcyclist was largely the author of his own misfortune, the bus driver knew that persons sometimes emerged suddenly from side turnings and should have looked twice to make sure that the motorcyclist was conforming to the "Slow" sign. This ruling is at variance with a Scottish decision on an appeal on similar facts. Not for the first time the law of Scotland seems to be more in accord with common sense than the law of England.

Scottish Common Sense

In the Scottish court one judge had evidently doubted whether one could reasonably take the view that a vehicle in the position of the bus was not entitled to hold its course and speed. The second judge had said that, in such a case, a driver was entitled to assume that the driver of the other vehicle would obey the sign. The third judge had held that it would be a pity to give any countenance to the view that a driver on a major road approaching a side road in broad daylight must slow down to 10 m.p.h., or else share the blame for any collision which might occur.

The reasoning that seems to have prompted the judge in the case of *Lang v. London Transport Executive* to ignore the Scottish precedent was based on some observations in the House of Lords in a later case involving pedestrian crossings, which were of doubtful relevance to the facts of the *Lang* case.

The roads are cluttered with signs, many of a deplorable verbosity, which carry advertisements, road-safety slogans and direction indicators. They stand cheek by jowl with each other and with brightly lit shop fronts, neon signs and other distractions. The road surface is lined, arrowed and often written upon, and traffic grows heavier, faster and more dangerous all the time. The driver must watch the road ahead and behind, and, if he is a busman, he has the added duty of watching for passengers and listening for the bell.

In the circumstances, one might expect that a driver would be entitled to travel quietly along a main road without having to anticipate the stupidity of others, or else share the blame for an accident. Taken to its logical conclusion, the decision in the *Lang* case means that a driver can never negotiate a bend at more than about 10 m.p.h., or rely on a green traffic light or even on a policeman's signal. The result of such exaggerated caution would be chaos on the roads of Britain.

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Road Transport Vital

SCOTLAND'S own Motor Show, including a commercial-vehicle section, opens today in Glasgow and gives operators north of the Border a chance to examine the latest models on their home ground. Scotland is highly dependent on road transport, for large areas are remote from the railways, but even in the dense industrial zones, where rail facilities are available, road transport is contributing much to the prosperity of the country.

A population of 5m. is served by 98,375 goods vehicles, or one to approximately 50 people. This is a high ratio for a country having a great acreage of virgin land and compares favourably with the proportion of one goods vehicle for every 37 population in England and Wales. British Road Services have a large stake in Scotland's road haulage industry, for out of 11,495 vehicles operated under A, contract-A and special-A licences, 1,779 are owned by the State undertaking.

The strong influence of the British Transport Commission is felt also in passenger transport in Scotland, where about 72 per cent. of the 9,077 buses and coaches are run by eight operators with fleets of more than 200 vehicles each. The percentage of vehicles in large fleets in Scotland is much higher than in any traffic area in England and Wales.

Men Who Make Transport—7



Mr. W. F. Quin, "unique today among the hierarchy of Traffic Commissioners and Licensing Authorities."

William Fri

Bird's Eye View

Theory and Practice

AT the annual conference of the Institute of Directors in London last week, Sir Alexander Fleck, retiring chairman of Imperial Chemical Industries, Ltd., congratulated the Institute on its successful campaign against the Socialist take-over bid for 600 British companies. So far so good.

But hauliers have a right to expect that deeds will match words in the next five years. It would be ironic, indeed, if industrial protagonists of private enterprise then proceeded to divert their traffic from an industry which has received Ministerial commendation for cutting costs and gave it to a Government-subsidized agency.

In Perspective

THE motoring correspondent of at least one prominent daily newspaper has suggested repeatedly that commercial vehicles on the London-Birmingham motorway will impede the passage of private cars and, therefore, should be banned from it. Thus, it was pleasant to hear Sir Owen Williams, consulting engineer for 55 miles of the project, say: "The economic justification for motorways is their use by commercial vehicles . . . for the private-car driver they are just a bit of bunce." Q.E.D.

Smoke Screen

THE road-versus-rail controversy takes a practical form where M1 runs close to the railway line north of Weedon. Steam locomotives throw a smoke screen across the road and visibility is dangerously curtailed. The nuisance will be removed when the line is electrified, but, meantime, smoke is an acute hazard for fast-moving traffic.

1,000 Years Back

I NOW know what a Wulfrunian is. Mr. A. L. Blower, chairman of Guy Motors, Ltd., explained last week, at the official launching of Guy's new air-sprung disc-braked double-decker, that it was a native of Wolverhampton. The company had to delve down nearly 1,000 years to discover the origin of the town's name, which is derived from the title of Lady Wulfrun,

c24

daughter of the Prince of Mercia, and Hamtun, the name by which her estate was known. The old estate, incidentally, borders the Guy works.

Smooth Riding

THE riding qualities of the new bus are remarkable, and Mr. Robin Guy, whose "baby" it is, justifiably showed a father's pride. I travelled in it and in an old Guy double-decker (lent by Mr. R. H. Addlessee, general manager of Wolverhampton Transport Department) over a bad stretch of road, and the superiority of the Wulfrunian was outstanding. A glass panel in the floor between the rear wheels enabled the working of the air suspension to be watched, as well as felt.

Away with Formality

SUBSTITUTION of dinner-dances for formal dinners, with long speeches, is to be applauded. The West Midland Division of the Traders Road Transport Association followed the lead of the national organization in holding an informal dinner-dance at which one had the opportunity of meeting the distinguished guests, instead of merely listening to them. The T.R.T.A. dinner-dance in London, last week, was, as usual, a great success, and in his address of welcome, Mr. S. C. Bond, the president, caught the spirit of the evening.

Going to a Fire?

HOW really free enterprise in the road passenger transport industry in 1919 brought an immediate return in the rattling of coppers in the conductor's bag was related by Mr. J. Crosland Taylor, general manager of Crosville Motor Services, Ltd., to an Institute of Transport gathering in Manchester last week. After the 1914-18 war his company, using Leylands, were being outstripped on the road by a rival, also with a Leyland bus. And in those days the first one to reach the waiting passengers picked up the pennies. A little investigation revealed that the opposition vehicle had a Leyland fire-engine

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am Friel Quin

WHEN eminent counsel submits that an application is an open and closed Section 11 (3)(b) case and one is acting as Licensing Authority for the first time, it is, perhaps, likely that one might be disconcerted. Mr. William Friel Quin was in just that position when he assumed his office in Scotland in 1947 and somewhat uncomfortable he found it. However, to rule that it was a borderline case and slip a discreet, interrogatory note to his clerk was the work of a moment for a man who has spent nearly a lifetime serving on public committees. Mr. Quin is a man who learns fast.

Scotland's Licensing Authority and chairman of Traffic Commissioners is, at 64, a stocky, cheerful individual, with a shock of grey hair that is only partially under control. Behind the spectacles, the eyes dance with merriment and conversation is punctuated with the deep, rumbling laughter of the man who enjoys both telling and hearing a good story. Mr. Quin, a Glasgow-born Scot of Irish extraction, combines the most attractive qualities of both races. He has all the thrust-and-parry wit and the hospitable charm of the Irish; he has, too, the shrewd, well-balanced mental processes of the Scot. He has an unusual fairness of outlook, with the happy knack of discounting non-essentials.

"Wullie" Quin is unique today among the hierarchy of Traffic Commissioners and Licensing Authorities in that his background is a trade-union one. During the war,

when he was Deputy Regional Commissioner for Scotland, he was once introduced to King George VI by a colleague as a successful public man of plebeian origin. Slightly resenting the backhanded compliment, Mr. Quin told His Majesty that such was by no means the case: like all Irishmen, he was descended from an ancient line of kings. He is not a man to be trifled with.

Indeed, in his early days he was a boxer of repute. A flyweight, he fought as an amateur, then in the regimental team of the Seaforth Highlanders and for a time as a professional. Perhaps it was here that his judgment, tenacity and self-control became instinctive.

The greater part of his working life has been devoted to trade-union affairs and, in particular, to the study and operation of industrial welfare schemes. He was for six years a member of the general council of the Scottish Trades Union Congress and its president in 1940. On his appointment to his present office, he was Scottish organizer of the National Union of General and Municipal Workers and welfare adviser to a group of distributive companies. For several years he has been a Justice of the Peace of the City of Glasgow.

His public work took on a national, rather than a sectional, aspect in the early days of the war. He was appointed Deputy District Commissioner for Civil Defence in south-west Scotland in 1940 and Deputy Regional Commissioner a year later. In the years that followed he served on many bodies, including the Scottish Youth Advisory Committee, the National Film Council and the Census of Distribution Committee. His interests in documentary film and welfare work continued after the war years and he has written, lectured and broadcast on these and kindred matters.

A Family Man

His public duties and his many voluntary services to the community allow Mr. Quin little leisure time. When he is not "on circuit" he travels between his home at Scotstoun, Glasgow, and his offices at Castle Terrace, Edinburgh. He is essentially a family man, a home-loving man. He will chat proudly—emphasizing a point with a wave of a miniature cigar—of his wife, two sons, three daughters and several cheerful grandchildren.

He leaves gardens and golf to younger and more energetic men. His relaxations are entirely intellectual. He is a voracious reader and spends much time with newspapers of every political shade to inform himself of as many points of view as possible. For pure, escapist enjoyment, however, he delights in his cigar, classical music and poetry.

He has a fine collection of the recorded works of Beethoven, Brahms, Schubert and Wagner. Perhaps surprisingly, it is Wagner that he finds the most stimulating and to the martial chords of Siegfried, Parsifal or The Ring he will pace his library, reciting passages from Shakespeare, Wordsworth, Shelley, Keats or Burns. He is fascinated by the music of poetry, heard at its best when declaimed aloud.

In court, Mr. Quin has the reputation of being a rather forbidding, and even a slightly astringent, chairman. He does not welcome the windy verbosity of advocates whose point could be made in two sentences, but he will be patient and helpful when an applicant is not professionally represented. A welcome feature of Mr. Quin's sittings is the break for refreshment in morning and afternoon, "because I can't sit still for three hours."

It is generally agreed by Scottish operators that, although some of the Quin decisions have been surprising (and there have been raised eyebrows, on occasions, at the solicitors' table), they have proved as fair and reasonable as the law allows. There have been disappointed applicants, but none who would say that Mr. Quin had treated them without justice or without sympathy where it was deserved.—T.W.

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By The Hawk

unit. So Crosville acquired a similar engine which gave them a useful increase in speed for the loss of 3 m.p.g.

Only a few days before Mr. Taylor's talk, as readers of *The Commercial Motor* will have noted, Manchester had been the scene of the return of Leyland Motors to the fire-appliance business, this time with a chassis very much tailored for the job. Gone are the days when the bus operator could achieve a reputation for near-magic on the roads by employing an engine largely designed to raise enormous pumping power.

Airborne

THE Fighting Vehicles Research and Development Establishment, whose proving ground is frequently used by *The Commercial Motor* for road tests of cross-country vehicles, has been taken over by the Ministry of Aviation. A possible explanation is that as John Moon, the technical editor, has so often taken off on the course, the Government thought the Establishment would more appropriately come under the heading of aviation.



"We've certainly got a crusty one this morning."

Bulk Liquid Transport Co. Denied Right to Appeal

AN application for leave to appeal by the Bulk Liquid Transport Co., Ltd., against convictions at Leeds for contravening the drivers' hours regulations (*The Commercial Motor*, March 20 and 27) was dismissed by the Court of Criminal Appeal in London on Monday. The company were also refused leave to appeal against the £20,000 fine and costs which they had been ordered to pay.

At the same time, applications for leave to appeal against their convictions and sentences by three of the company's employees were refused. These men were: William Jennings, Jubilee Terrace, Morley, driver; Benjamin Skelly, Top Farm, Welbeck West, Ardsley, manager; and Lawrence Ian Hickson, Devonshire Road, Bradford, assistant manager. They had been convicted of conspiracy and sentenced to nine months' imprisonment.

Charles Kershaw, Gaythorne Avenue, Batley, who had been employed as a foreman by an associated company, was also refused leave to appeal against his conviction of conspiracy to make false drivers' records and his sentence of six months' imprisonment. All four men had been on bail pending the application.

A miscarriage of justice, because the trial judge had not put the cases adequately before the jury, was put forward as ground for leave to appeal by Mr. F. H. Lawton, Q.C.

A second ground, he added, was that in his summing-up the judge had made some prejudicial remarks about the failure to call any director of the company. This must have influenced the jury. All the men were of excellent character, he added.

The prosecution's case, said Mr. Lawton, centred upon a contract which the company obtained from Imperial Chemical Industries, Ltd., for carrying sulphuric acid from Billingham to Grimsby.

Legal Schedule

Bulk Liquid's plan was that their tankers should do two trips in 24 hr. with a change of drivers between every trip at Gildersome. That would have been a legal schedule because there was provision for drivers to break for half-hour periods.

Some of the drivers were doing the round trip in 12 hr. and not complaining. Others said they could not do it in 24 hr. The prosecution's case was that the trip required an average speed of 25 m.p.h. which could be maintained only by breaking the speed limit.

The company claimed that the journey could and was being done legally. They also held that the complaints had come from men with a grievance arising from a trade dispute over the raising of the speed limit on heavy goods vehicles from 20-30 m.p.h. The company also suggested that the evidence of these men should be regarded with suspicion.

Mr. Lawton said that the judge in Leeds had suggested to the jury that they could take it as fact that it was impossible for drivers to do the door-to-door run

in 12 hr. He did not draw attention to opposing evidence which showed that the trip could be done in 11 hr. driving time without breaking the speed limit.

In a case where there was a background of trade dispute, this was not an adequate way to put the defence before the jury, submitted Mr. Lawton. The company said that the cause of the trouble was that certain men were trying to get the work scheduled as a 14-hr. job, and be paid more for it.

Before the new speed limit, it would have taken 14 hr., and because of the new limit they were doing the same work for less pay, added Mr. Lawton.

At the conclusion of Mr. Lawton's submissions, Lord Parker, Lord Chief Justice, conferred with the other judges and announced: "All applications in this case, both against conviction and sentence, are refused."

MR. MITCHELL RECUPERATES

TO enable him to recuperate after a recent serious operation, Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association, was due to go yesterday to a convalescent home at Hove.

"Vehicles Were Not Weighed"

SPECIAL-A vehicles said to have been taken by a representative of K. and B. Motors (Newcastle), Ltd., to a weighbridge in Newcastle upon Tyne on June 19 and October 4, 1957, to be weighed for taxation purposes, were at work in Cumberland on those dates and did not go near Newcastle.

This was alleged at Carlisle last week when Mr. J. A. T. Hanlon, Northern Licensing Authority, held an inquiry to obtain answers to questions posed by the Transport Tribunal. The case followed special-A revocation appeals by Mr. John Scott, Arlecdon, and Mr. Charles Hewitt, Annan, heard by the Tribunal in July.

Mr. Scott told the Authority that he took delivery of vehicle LJR792 from K. and B. Motors on June 18, 1957. He was driving the vehicle all day on June 19, and made three trips delivering bagged cement from Solway Chemicals, Ltd., Whitehaven, to customers in Cumberland. The vehicle could not possibly have been weighed in Newcastle on June 19.

Confirmatory evidence was given by Mr. J. Trevaskas, transport officer, Solway Chemicals, that LJR792 was at the Whitehaven factory loading cement at certain times on that date.

C Vehicles Increase by 33,775

FIGURES issued on Tuesday by the Ministry of Transport show that in the year to September last, the number of C-licensees rose by 11,138 and of C-licence vehicles by 33,775. As the following analysis by unladen weights indicates, there were increases in vehicles in all classes except those from 2-3 tons:

| | Sept., 1959 | Sept., 1958 | Difference |
|------------------|-------------|-------------|------------|
| Operators | 555,207 | 544,069 | + 11,138 |
| Vehicles: | | | |
| Up to 1½ tons | 700,967 | 676,455 | + 24,512 |
| 1½-2 tons | 91,019 | 90,938 | + 81 |
| 2-2½ tons | 105,980 | 108,483 | - 2,503 |
| 2½-3 tons | 126,075 | 126,435 | - 360 |
| 3-4 tons | 58,764 | 50,724 | + 8,040 |
| 4-5 tons | 20,431 | 18,280 | + 2,151 |
| 5-6 tons | 9,311 | 8,521 | + 790 |
| Over 6 tons | 12,419 | 11,355 | + 1,064 |
| Totals | 1,124,966 | 1,091,191 | + 33,775 |

END OF "F" LICENCES URGED

THE licensing committee of the Road Haulage Association will have before them next Wednesday a proposal by the livestock functional group that the so-called "F" licence should be abandoned. Livestock hauliers believe that every farmer should have to hold a C licence, whether or not his vehicle is taxed at the preferential rate.

The licensing committee will also discuss decisions of the Transport Tribunal on the appeals of Roberts and Pike, and other important cases.

Mr. Hewitt said he took delivery of MNL839 on September 18, 1957, and on October 4 he was driving it himself. It travelled empty from Annan, via Carlisle to Whitehaven and loaded 8 tons of sodium for delivery to Thomas Hedley, Ltd., Newcastle, on October 5. After loading, he returned to Annan for the night before proceeding to Newcastle. The vehicle was not in Newcastle, and neither was it weighed on October 4.

Fuel for MNL839 was supplied to Mr. Hewitt on September 18, said Mr. W. Thompson, director, Border Oil Co. (1956), Ltd., Carlisle. There were two entries in their books for this vehicle on October 4, one early in the day and the other later.

Mr. E. Waters, managing director of K. and B. Motors, told Mr. Hanlon that he had no questions to ask the witnesses, and would reserve his company's case until the second part of the inquiry on Wednesday.

He added that Mr. I. H. McLaughlin, who was responsible for the weighing of the vehicles, was no longer in the company's employ.

Mr. Hanlon said that a letter would be sent asking Mr. McLaughlin to attend. He also intended to call Mr. Stephenson, the weighbridge attendant.

More Hope for Specialist Makers

REMOVAL of purchase tax and of the threat of renationalization gives hope that more operators will insist on buying specialist vehicles to meet their particular requirements and to achieve minimum operating costs, says Sir John E. Thornycroft, chairman of John I. Thornycroft and Co., Ltd., in his annual statement, released on Tuesday.

Many C-licence vehicles, he says, have expensive special bodies, and they would last longer if they were originally fitted to quality chassis with a working life equal to that of the bodywork.

"It will be a slow process to change the trend of the last few years in the policy of 'buy cheap and scrap quickly'," says Sir John. "But any changes are likely to be to the advantage of quality manufacturers of specialist vehicles."

After explaining the encouragement given to the use of quantity-built vehicles by Government policy, he says that from

1956-58 a great deal was spent by Thornycroft's on tools, jigs and fixtures to reduce labour costs of producing engines, gearboxes and other components, in the hope that sufficient orders would be obtained for vehicles of 4-7-ton payload capacity. Orders were taken at unremunerative prices to try to meet competition and increase turnover, Sir John admits.

By the autumn of 1958, however, it was obvious that supplies could not be obtained in comparatively small quantities at prices that allowed Thornycroft any chance of competing with the popular makers' standard products. The board then decided to intensify efforts in the field of maximum-capacity four-, six- and eight-wheeled chassis and specialist vehicles for home and overseas.

The headquarters of the home and export sales organization is being concentrated at Basingstoke.

Catching the Best Market Prices

PROBLEMS concerning the conveyance of fish to the market in time to obtain the best prices were raised before Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, when Henry Dougal and Son, fishermen, successfully applied for a variation of their limited B licence.

This had permitted them to carry fish, fish boxes and fish gear from Rothesay to Ayr market, but was no longer suitable because of the expanded Ayr trade and advanced market times.

Mr. John Dougal said that it had been necessary to land on the mainland and use had been made of Largs, even though it was unsuitable. Dougal had used their own transport from Largs, but the legality of employing this base had been questioned.

They had carried fish for other ships, but when the question of legality con-

cerning the use of Largs arose they made the new application.

Evidence regarding lateness of deliveries at the market was given by the Ayr Fish Salesmen's Association. Mr. T. Rae, a skipper, said that he had used the services of J. Baillie and Sons, who were objecting, but on one occasion they had lost the market. The vehicles used by Baillie were not completely suitable, he added, and he had changed to Dougal.

For the objectors, Mr. R. Mackenzie said that it would require a lorry for every boat if every skipper were to be satisfied.

Ruling in favour of the applicants, Mr. Quin said he had to consider the question of relative efficiency and service. Dougal carried their own fish, but Baillie regarded fish as a subsidiary interest to their major trade.

Largs was added to the licence.



An Albion Caledonian chassis is the basis of this bulk carrier for malted barley operated by the Bulk Grain Transport Co., Kirkcaldy. The body was manufactured by Duramin Engineering (Lydney), Ltd. It is loaded through hatches in the roof which are sealed for transit. Discharge is by three chutes in the floor.

FORTHCOMING EVENTS

November 13-21.—Scottish Show, Kelvin Hall, Glasgow.
December 14.—Institute of Transport Henry Spurrer Memorial Lecture, 66 Portland Place, London, W.1.
1960
January 16-27.—Brussels Show.
March 16-20.—Geneva Show.
April 26-29.—Institute of Transport congress, London.
April 28.—Institute of Transport annual dinner, Dorchester Hotel, London, W.1.
May 3-13.—Mechanical Handling Exhibition, Earls Court, London.
May 17-19.—Public Transport Association annual conference, Scarborough.
July 5-8.—Royal Show, Cambridge.
October 6-16.—Paris Show.
November 3-13.—Turin Show.

Motorway May Miss Glasgow

SCOTLAND'S first motorway may by-pass Glasgow to connect the A74 Glasgow-Carlisle and the A80 Glasgow-Stirling roads. News of this possibility was given last week by Mr. John F. Jones, chief road engineer of the Scottish Home Department, when he visited dual-carriageway road works on the A74 between Beattock and Lockerbie.

Mr. Jones said that if a motorway were built, it would run for about 20 miles from the vicinity of Candeside Toll, halfway between Leshmahagow and Abington on the A74, to Cumbernauld on the A80. A report on the project was to be prepared and sent to the Secretary of State for Scotland.

A total of 16 separate schemes is planned for the A74, which runs from Glasgow via Hamilton and Lockerbie to Carlisle. Mr. Jones said that it was hoped that dual-carriageway roads would reach the border by 1963.

MOTORWAYS—BIG MISTAKE

"I THINK the planning authorities have made a big mistake in building the new motorways," said Ald. A. V. Wolstenholme, Lord Mayor of Sheffield, last week.

"When you cut half an hour off a four-hour journey and then lose it when travelling through a congested town, it seems a waste of time building motorways in such a small country."

"Far better that roads in the cities, towns and villages were improved to relieve the big trouble spots," he said.

COACH OWNER WINS APPEAL

THE Minister of Housing and Local Government has granted an appeal, made by Mr. F. H. Wheeler, Leicester, coach operator, against Leicester City Council's refusal to allow him to use premises in Allington Street for the storage and maintenance of coaches.

Mr. Wheeler had told a public inquiry in August that he had to leave his coaches on open ground where tramps and boys interfered with them.

The council had refused the application because previously the premises had been used as a foundry, and the noise and vibration had been a nuisance to neighbours.

Men in the News

MR. D. LESLIE PICKERING becomes general sales manager of Clarkson and Co. (Scotland), Ltd., on December 1.

MR. F. J. ANGROVE has been appointed organizer of the Western Division of the Traders' Road Transport Association.

MR. WALTER BURMANN is to retire from the boards of Ault and Wiborg, Ltd., and General and Industrial Paints, Ltd., at the end of the year.

MR. ALEXANDER GRANT, manager of George and Jobling, Ltd., Hexham, coachbuilders, has retired. He joined the company 38 years ago.

MR. H. HEAP and MR. N. POTTS have been elected president and chairman respectively of the Manchester and District Traffic Association.

MR. CHARLES E. M. HARDIE has been appointed a director of Mann Egerton and Co., Ltd., and of its subsidiary, W. H. Johnson and Sons, Ltd.

MR. G. W. ARTHUR, formerly a London retail representative, has been appointed a district manager in the eastern division of the National Benzole Co., Ltd.

MR. IAN A. ROSS has been made a director of Kerry's (Great Britain), Ltd. He will continue as secretary of the company and its subsidiaries, a post he has occupied since 1950.

MR. G. W. IRWIN, secretary of the Eastern Area of the Road Haulage Association for more than 21 years, is to retire at the end of the year. Members are making a presentation to him.

MR. CLIVE FRANCIS has arrived in London from Sydney, Australia, to take up the appointment of London manager of Repco, Ltd. MR. ROBERT PADDON, the previous manager, returned to the head office in Melbourne last week.

MR. FRANK PERKINS, head of F. Perkins, Ltd., has been elected chairman, and MR. J. C. PROUDFOOT managing director, of Ambrose Sharlow and Co., Ltd. The appointments follow the sudden death last month of MR. T. P. N. BURGESS.

MR. PAUL N. MATTON, managing director of Trico-Folberth, Ltd., left this country last Saturday for a world tour. His itinerary will include visits to the company's new factory at Melbourne and Trico Products Corporation, Buffalo, U.S.A.

MR. J. D. R. T. TILNEY has been appointed Parliamentary private secretary to the Minister of Transport. MR. J. GARLICK has been made the Minister's principal private secretary, and MR. L. A. PRIOR private secretary to LORD CHESHAM, Joint Parliamentary Secretary to the Ministry.

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MR. H. O. S. BRIDCUTT has been appointed advertisement manager of Temple Press Ltd. Joining the company in 1949 from industry, he became advertisement manager of *The Motor* in 1950 and deputy advertisement manager of the company in 1957.

MR. W. SMITH, until recently sales manager of the Blackheath branch of Simms Motor Units, Ltd., has been appointed service engineer and factory representative for the company in Australia and New Zealand. He succeeds MR. J. E. MAUND, who is returning to England after seven years overseas.

MR. T. L. BOOTH, previously director and general manager of Hepworth and Grandage (Yeadon), Ltd., has joined the board of the parent company. MR. H. FORREST, director and works general manager of the Hepworth and Grandage main factory at Bradford, has been appointed to the board of the Yeadon company.

Linking Irregularities Admitted

THERE had been technical irregularities for many years in the linking of destinations, admitted Mr. H. Backhouse, for a number of Oldham coach operators, to the North Western Traffic Commissioners last week.

Prompted by the Commissioners' general proposals to attach conditions to licences to prohibit unauthorized linking, the operators in this town had their turn to apply to modify their licences.

They sought the following links: Llandudno, Rhyl and Colwyn Bay; York-Bridlington; Chester-Rhyl; York-Scarborough; Windermere-Keswick; Morecambe-Keswick, Blackpool, Cleveleys and Fleetwood; and Buxton-Matlock.

Mr. Backhouse added that irregularities were not serious unless there had been deviations from licensed routes, or if journeys had been altered in character.

Acquisition of the shares of Merriway Tours, Ltd., by Mr. Hubert Allen, managing director, Yelloway Motor Services, Ltd., and Creams (Lancashire), Ltd., had led to the withdrawal of Merriway's application, Mr. Backhouse continued.

Merriways were now regarded as being "in the enemy camp." He had instructed

his clients to refuse to answer questions concerning alleged irregularities by Mr. Allen. The proper procedure was through the enforcement department.

Cross-examined by Mr. R. Oswald, for British Railways, Mr. Harry Stott, of Stott's Tours and H. Ramsden, Ltd., said that, as far back as he could remember, destinations had been linked when it was considered uneconomical to run singly. Picking-up points in Oldham on the licences of many operators had been used interchangeably.

Questioned on the use of more vehicles than authorized during the holiday fortnight, Mr. Stott said that this had been done for a long time. He wanted to be in line with all the other Oldham operators and link when he thought fit.

Objecting for Ribble Motor Services, Ltd., and others, Mr. F. D. Walker pointed out that in July, excursion operators had been forbidden to link in any way which involved deviation from authorized routes, and yet Stott's had taken no notice.

The Commissioners decided that each application should be dealt with individually later.

Car Transporter Run to Italy

PLANS to set the first car-transporter service between this country and Italy into action are nearing completion. Mr. Peter Grant, Penwortham, Preston, plans to use two articulated transporters to carry Standard and Triumph cars to Naples, and he is negotiating to carry return loads of Lambretta motor scooters to this country.

The project has two claimed advantages over present shipping methods. It will ensure delivery within five days, whereas the old method took between 14 and 21 days, and it will be

cheaper. Cars will be covered in plastics envelopes to ensure that they can be wheeled directly into the show-rooms without cleaning.

Mr. Grant plans to use an Austin 5-tonner prime mover and a Commer 7-ton tractor. The Austin will be operated in conjunction with a 30-ft-long Brockhouse transporter, and he is awaiting delivery of a Taskers semi-trailer to work with the Commer. This transporter will be fitted with Burtonwood superstructure which will incorporate mechanical lifting gear.

PROFIT AND LOSS

Quicktho (1928), Ltd., £46,453 group net profit after £41,637 tax. Year's dividends 17½ per cent.

E. G. Brown and Co., Ltd., £18,817 net profit after £16,780 tax. Year's dividend 11 11/24 per cent.

Moss Gear Co., Ltd., £235,566 net profit after £233,636 tax. Year's dividends equal to 17¼ per cent.

Standard Triumph International, Ltd., £2,223,739 net profit after £1,857,154 tax. Year's dividend 12 per cent.

British Motor Corporation, Ltd., £8,732,417 net profit after £8,392,567 tax. Year's dividend equal to 18.27 per cent.

S. Smith and Sons (England), Ltd., £1,907,730 profit to parent company after £1,673,357 tax. Year's dividends 17½ per cent.

Halifax Passenger Transport Department, £31,004 net surplus. A services (operating entirely within the borough and controlled by the passenger transport committee), gross surplus, £58,832; net surplus after tax, £17,394. B services (operated partly or wholly outside the borough and controlled by the joint omnibus committee, with equal representation by Halifax Corporation and the British Transport Commission), £62,386 gross surplus; net surplus after tax, £13,610.

Bradford Transport Department, £60,033 loss. Trolleybuses: Total working expenses, £854,488 (36.41d. per trolleybus-mile); income, £972,421 (41.44d. per trolleybus-mile); loss after debt, taxation and other charges, £29,269. Motorbuses: Total working expenses, £898,367 (38.43d. per bus-mile); income, £968,686 (41.44d. per bus-mile); loss after debt, tax and other charges, £764. Mileage: Trolleybuses, 5.6m.; motorbuses, 5.6m.; Passengers: Trolleybuses, 66.2m.; motorbuses, 60.2m.

L.T.E. Automatic Bus Washer

A NEW automatic bus-washing machine has been developed and put into operation at the London Transport Executive garage at Harrow Weald. It is a prototype, but the design will be followed for all new washing installations at L.T.E. depots.

Only one operator is required, which represents a saving of six men in a typical 100-bus garage. The apparatus is controlled by a selenium cell. As the bus breaks the light beam, which shines on to this cell, a series of timed relays is actuated.

Rinsing of the bus roof from a perforated pipe is the first operation. The pipe has extensions at each end which spray the front and back of the vehicle for a predetermined time, while the operator brushes the front or back of the bus manually.

When the water flow ceases, the bus is driven forward towards a Februat washing machine, but before entering the roof is cleaned under a felt squeegee.

The bus then passes slowly through the washer, where its sides are sprayed with water and cleaned by nylon brushes. The Februat machine is standard except for the provision of two extra brushes each side to give more effective cleaning of the lower skirting panels.

The apparatus is then automatically switched off after a set period. Average time for the combined sequence of automatic operations is a minute. Apart from the saving in labour and time, the new equipment saves electricity and water.

The prototype was devised by L.T.E. engineers under the direction of Mr. K. G. Shave, rolling stock engineer (road services), to the requirements of Mr. A. A. M. Durrant, chief mechanical engineer (road services).

MANY SUPPORTERS FOR TARTAN

A NUMBER of representatives of widely differing industries gave supporting evidence of need for collection and delivery facilities when Tartan Arrow Services, Ltd., applied for a B licence for two vehicles, to be acquired, at Glasgow last week.

The vehicles, totalling 8 tons, were sought to handle collections and deliveries within 30 miles of base, to link with the company's trunk services to Glasgow. Mr. J. Law, for Tartan, said that he hoped to present evidence which would comply with the Munro appeal.

Evidence was offered by Mr. P. Friebe, for Smith and McLaurin, Ltd., paper-makers, who said that his company had debited Tartan for failure to maintain regular services. Mr. W. Mitchell, transport manager, Clydesdale Supply Co., Ltd., said that there was need for supplementary facilities to move goods from the Tartan depot at Chryston.

Mr. John Wilson, a representative of Decca Radio, referred to the highly competitive nature of radio and television business and the need for extra facilities.

The hearing was to be continued.



Messrs. David Bros., Wapping, operate this outfit for the delivery of Dunlop tyres from Birmingham to the Austin factory at Longbridge and the Morris plant at Oxford, using either an Austin or a Morris tractor. The load is made up of 5.20-10 tyres for the B.M.C. baby car. These are palletted for quick handling.

Refusal a Favour to Applicants

REFUSING an application by Haley (Haulage), Ltd., Bradford, for an extra vehicle on A licence to carry woollen textiles between Goole and Bradford, Mr. J. H. Randolph, Yorkshire Deputy Licensing Authority, last week told them that he was probably doing them a favour.

The British Transport Commission, objectors, alleged that Haley were being forced by various shipping and forwarding agents to carry at ridiculously low rates.

It was impossible to obtain hired haulage at short notice to collect imported wool from Goole docks, said Mr. Barker, a director of Haley. He denied that hauliers were refusing work because the rate was low, but agreed he had

approached only members of the Road Haulage Association in the Bradford area.

Mr. Dawson, of Lep Transport, said that there was intense competition between shipping and forwarding agents, and that they had to bargain with haulage contractors to get rates down. He accused British Railways of rate-cutting. In recent months they had started offering extremely keen prices.

For the applicants, Mr. P. Kenny suggested that the allegation of rate-cutting was a red herring invented by B.R. His clients were being paid the standard rates.

Mr. Randolph said there was no lack of haulage. The wool traffic was being handled by sub-contractors.

Multi-fuel Engines Demonstrated

A DEMONSTRATION of the progress which has been made in this country in the development of multi-fuel engines took place on Tuesday at the Fighting Vehicles Research and Development Establishment, Chobham.

Representatives from Commonwealth countries, N.A.T.O., British industry and the Services heard a number of papers and saw both a static exhibition of engines and components, and a show of vehicles with multi-fuel engines running on a variety of fuels.

Three new engines, intended from the outset as multi-fuel units, have been developed by Leyland Motors, Ltd., Coventry Climax, Ltd., and Rolls-Royce, Ltd. Both the Leyland and Coventry Climax designs are vertical supercharged two-stroke units with opposed pistons.

Rolls-Royce initially experimented with

the conversion of their existing four-stroke petrol engine, but this line of development was discontinued. They are now proceeding with the design of new engines, known as the K range, which follow the two-stroke, twin-crankshaft layout.

The Leyland six-cylindrical design has a capacity of 19 litres and produces 700 b.h.p. at 2,400 r.p.m., and 1,600 lb.-ft. torque at 1,500 r.p.m. on either diesel fuel or 80-octane petrol. A three-cylindrical configuration is used for the Coventry Climax 1-litre engine, which has achieved an output of 38 b.h.p. at 3,000 r.p.m., and 63 lb.-ft. torque at 1,700 r.p.m. on both types of fuel. The Rolls-Royce engine is not yet complete.

Westlake and Co., Ltd., Rye, and various manufacturers have converted a number of engines to multi-fuel running.

Traffic from Reopened Mines

THE reopening of Overtown and Cuthill mines meant much more transport for the National Coal Board and the Scottish Gas Board. Mr. W. F. Quin, Scottish Licensing Authority, was told this at Glasgow last week, when Gordon B. Caldwell, Ltd., Wishaw, were granted six new B-licensed vehicles.

The company sought a licence for eight vehicles to carry coke, solid fuel, building and road materials, said Mr. R. Mackenzie, for the applicant.

There was a potential volume of 200-1,100 tons per week from Overtown, said Mr. John Marshall, managing director. The company already operated three B- and five A-licensed lorries and had specialized in the development of long-wheelbase tippers capable of carrying high tonnages.

Evidence was given of hiring to the value of £12,000 on a turnover of £25,200, which Mr. Mackenzie described as the highest proportion of hiring submitted to the court for a long time.

Mr. John Sherriff, deputy transport superintendent of the Scottish Gas Board, said that there was new traffic in bringing

coke from gasworks into Glasgow. There were prospects of increasing work and the Board sought vehicles of the largest possible bulk carrying capacity.

Objecting on behalf of William Carmichael, Ltd., Mr. J. Law said that they operated 80-90 vehicles. They had lost the ash and rubbish carrying work in March, 1959. Carmichael had a periodic surplus of suitable vehicles. They could undertake the new coke traffic.

Similar evidence was offered by the other objectors, who indicated that vehicles were available for the new traffic and for backloading. Mr. Law said that the Gas Board might consider offering such work for public tender in future, and argued that road and building materials should be excluded from the proposals.

Summing up, Mr. Mackenzie claimed that an operator, whether holding A or B licences, was equally entitled to flexibility to allow interchange of vehicles.

A grant was made for six vehicles for solid fuel from non-rail sites, coke from gasworks into Glasgow, and road and building materials in Glasgow and adjacent areas.

Charges Might be Waived

CHARGES to operators for the use of a proposed bus station at Spenny-moor, County Durham, might be waived for 10 years if they represented too great a difficulty, it was stated at an inquiry before the Northern Traffic Commissioners last week when the local council's plans were challenged by 19 operators.

These included United Automobile Services, Ltd., the Northern General Transport Co., Ltd., Ribble Motor Services, Ltd., the Sunderland District Omnibus Co., Ltd., and Durham District Services, Ltd.

The council were said to regard a station off the streets as highly desirable, but operators running buses through the town stated that they had no wish to use it. Others whose services terminated

there, and who would be obliged to employ the station, thought that through operators should be similarly directed.

Mr. T. G. Thompson, of Wilkinson's Motor Services, remarked that he had spent many hours in the traffic courts applying for additional picking-up points and small sections of route.

"I cannot see any reason why, because of the provision of a bus station, I should lose a portion of my route," he told the Commissioners. Other small operators spoke of the loss of revenue they would suffer.

The Commissioners were told that a total of £4,015 had already been spent on the station, and that another £7,000 would be needed to complete it.

The inquiry was adjourned.

New Transport Companies

Senator Transport, Ltd. Cap. £2,000. Dirs.: M. P. Lucey, Great Elm, near Frome, and B. P. Harvey, King's Head Inn, Coleford, Bath. Sec.: G. Norman. Reg. office: 1 South Parade, Bath.

Bainbridge Transport Co., Ltd. Cap. £3,000. Dirs.: J. A. Bainbridge and Mrs. L. Bainbridge, Garth Head, Cumwhinton, Carlisle. Sec.: J. A. Bainbridge. Reg. office: Garth Head, Cumwhinton.

Green and Co. (Haulage), Ltd. Cap. £1,000. Subs.: Mrs. E. L. Tinsley, 18 Irby Road, Liverpool, 4, and Mrs. G. Jones, 221 Eaton Road, West Derby, Liverpool, 12. Reg. office: 18 Irby Road, Liverpool, 4.

George Rutherford (Haulage), Ltd. Cap. £50. Dirs.: G. Rutherford and Mrs. C. Rutherford, 14 Long Drive, Morpeth. Sec.: C. Rutherford. Reg. office: Borough Hall, Sale Rooms, Morpeth.

Wilfred White's and Transport Services, Ltd. Cap. £20,000. Dirs.: W. White, Clifton, 3 Moor Edge, Crossgate Moor, Durham, and W. M. White, 105 Duns Castle, Tow Law, Co. Durham. Sec.: W. M. White. Reg. office: 105 Duns Castle, Tow Law, Co. Durham.

Harris and Co. (Walthamstow), Ltd. Cap. £20,000. Dirs.: S. A. Harris, 47 Dancelside Road, London, E9; J. F. Drinkwater, 15 Preston Road, London, E11; and F. Harris, 48 Rushleigh Avenue, Cheshunt, Herts. Sec.: F. Harris. Reg. office: 6-12 Eden Road, London, E17.

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Ridgewood Transport (Upton), Ltd. Cap. £10,000. Dirs.: C. E. R. Jones and Mrs. H. Jones, Ridgewood, Waggon Lane, Upton, Yorks. Sec.: H. Jones. Reg. office: Ridgewood, Waggon Lane, Upton.

Andrews Bros. (Transport), Ltd. Cap. £1,000. Dirs.: F. S. Andrews, 36 Franklands Village, Haywards Heath, Sussex, and K. W. Andrews, 72A Church Road, Burgess Hill, Sussex.

E. Maer, Ltd. Cap. £12,000. Dirs.: E. Maer and Mrs. D. Maer, Shenstone, Warren Avenue, Knottingley, Yorks. Sec.: D. Maer. Reg. office: Shenstone, Warren Avenue, Knottingley.

Maybourne and Murrell, Ltd. Cap. £1,000. Dirs.: S. J. Maybourne and Mrs. E. M. Maybourne, Westdene, Staplehurst, Kent; L. H. Murrell and Mrs. M. Murrell, Shawlands, Staplehurst, Kent. Sec.: E. M. Maybourne. Reg. office: Westdene, Staplehurst.

Parcel Delivery Service, Ltd. Cap. £5,000. Dirs.: A. H. Nottingham, D. L. Nottingham, and G. P. Nottingham, 3 Granley Road, Cheltenham; and B. H. Nottingham, 4 Pennsylvania Avenue, Cheltenham. Reg. office: 3 Granley Road, Cheltenham.

Eastbourne Coachways, Ltd. Cap. £5,000. Subs.: E. H. Ive, South Winds, Robertsbridge, Sussex; and F. W. Marshall, 35 Gildredge Road, Eastbourne.

Transfer Application Adjourned

AFTER hearing evidence on behalf of Double Ess Transport, Ltd., Thornton, Bradford, Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, granted an application for adjournment made by British Railways.

Mr. A. R. Sutton said that Double Ess wanted two tippers on special-A licence to be transferred to ordinary A licence. The normal user was coal and coke for West Riding coalfields to Lancashire, Durham and Scotland, and from Derbyshire to Yorkshire.

For the railways, Mr. T. B. Atkinson told the Authority that letters which had been read were from railways' customers. He could not accept the suggestion that road vehicles were required for long-distance coal haulage. He also requested that earnings from coal and coke traffic be analysed.

LIMITS TO LICENCE

UNTIL recently the holder of an A licence had thought that he was entitled to accept any kind of traffic offered for any destination: now he found that he might be committing an offence by carrying anything different from that declared when his licence was renewed, said Mr. B. B. Marsland, secretary, Birmingham Horse and Motor Vehicle Owners' Association, at Edgbaston last week.

"We also object to the employer being prosecuted for something he has never condoned," added Mr. Marsland when he referred to instances of hauliers being prosecuted when a driver had kept false records.

Mr. Marsland urged members to press their M.P.s to seek legislation to put "these injustices" right.

NO EXPANSION BY CONVERSION

FLEETS should not be built up by the conversion of vehicles, Mr. W. F. Quin, Scottish Licensing Authority, told Mr. J. Law, for Messrs. J. and R. Wright, Glasgow, last week.

The firm were applying for variation of an A licence for a vehicle of 2½ tons in place of a 1½-tonner. Mr. Quin recalled that similar changes had gradually increased fleet capacity. The firm handled fruit, vegetables and groceries in the Glasgow area, and sought to replace petrol units by oil-engined vehicles.

The experiment of using a small van in place of a platform vehicle had not proved successful, and they sought to re-convert to platform operation. The application was granted.

BRISTOW APPEAL POSTPONED

THE appeal by C. Bristow, Ltd., 123 Solebay Street, London, E.C.3, against the revocation by the Metropolitan Licensing Authority of A and special-A licences for 47 of their vehicles has been postponed until November 20.

When the revocations were announced in August, it was stated that they would not take effect until after the appeal hearing.

More Coaches to London Would Hit Railways

THE railways would lose £13,000 a year if the Yorkshire Pool of coach operators added five vehicles in each direction to London services, Mr. J. Beaumont, for British Railways, told the Yorkshire Traffic Commissioners last week.

The Commissioners reserved their decision on the Pool's application to expand the services. Mr. W. Hargrave, for the applicants, said that the facilities, which ran either via the Great North Road or the Midlands, had begun in 1935. They had been resumed after the war with four vehicles daily in each direction, plus nine duplicates during the summer.

Two additional summer vehicles were added in 1956, at which time the Minister of Transport had observed that a 1935 decision on dupli-

The Wulfrunian 75-seater (right) and the Warrior tipper (below) are models to be seen in the Guy exhibits at the Scottish Motor Show, opening today in Glasgow. A review of vehicle exhibits appears on pages 507-513.



cation was not inflexible, Mr. Hargrave reminded the Commissioners.

There were many advance bookings. Mr. T. Jackson, assistant traffic manager, West Yorkshire Road Car Co., Ltd., said that the traffic managers of the Pool concerns had estimated extra business as 200 passengers a day.

Mr. Beaumont submitted that long-distance services were of the greatest importance to the railways. The application was of much concern to them, particularly as on Fridays and Saturdays during July and August the trains from Yorkshire to London were not short of seats.

FORD BUY FROM HAWKER

AS part of their £75m. modernization and expansion programme, the Ford Motor Co., Ltd., have acquired the former aircraft factory in Sutton Lane, Langley, Bucks, from Hawker Aircraft, Ltd. A large part of the factory has been rented by Ford's parts division since 1948. It has been used for reconditioning engines and making spare parts.

Another 400,000 sq. ft. of floor space will become available.

Pipelines' Impact on Transport

THE impact which pipelines would have on other means for transport was examined at the European conference of Ministers of Transport, in Paris, last month. The Ministers instructed their deputies to make a general study of the situation.

On the question of road safety, the Ministers adopted a resolution favouring member countries' adherence to the Geneva agreements concerning road traffic and technical equipment. They were also in favour of adopting a uniform speed limit in built-up areas, and welcomed steps taken to draw up a European Highway Code.

It was noted that, since the beginning of 1958, there was no longer any relation between the development of industrial production and the demand for transport by rail or inland waterways. Road traffic, however, being less sensitive to fluctuations in mass transport movements, continued to increase.

S.O. to Have Central Maintenance

WORKSHOP activities of Scottish Omnibuses, Ltd., will be centralized at a 10-acre site which has been acquired at Marine Gardens, Portobello, Edinburgh. The change-over will cost about £100,000.

The plan will bring under the one roof the engineering and mechanical staffs at present situated at the New Street depot, and the coachbuilding and painting sections at present occupying another part of the Marine Gardens site. The New Street depot will revert to being a bus garage.

Plans for a new Glasgow Corporation bus garage at Marine Gardens are also well advanced.

MORE VEHICLES IN HUNGARY

THE number of vehicles in Hungary is to increase by 80,000-85,000 during the next five years, says a report from Budapest. "While maintaining the priority of the railways, the proportion of transport by lorries and coaches must increase," it adds.

It is expected that by 1965 there will be an increase of 40-50 per cent. in goods and 38 per cent. in passengers travelling by road and rail. To meet the increase in passenger traffic, 5,000 more buses will be needed.

The length of dust-free roads suitable for passenger vehicles must be increased by about 3,100 miles, it is stated.

LEYLAND'S £300,000 ORDERS

ORDERS from Iran to the value of nearly £300,000 have been received by Leyland Motors, Ltd. The contracts call for 50 Comet haulage and tipper chassis, 30 Super Comet tipper and dump-truck chassis, and 35 Super heavy-haulage and tractor chassis with power-assisted steering.

The receipt of a £90,000 contract for a fleet of buses brings the total bus orders obtained by the company in the past two years from the Ceylon Transport Board to more than £1m. The new contract calls for 60 Comet passenger chassis with O.350 oil engines.

Clearing House "Unsatisfactory"

THE handling of perishable market produce from Jersey by a clearing house in Southampton had proved unsatisfactory, Mr. S. W. Nelson, Western Licensing Authority, was told at Bristol last week when Service Transport (Shaftesbury), Ltd., applied to add two vehicles to their A licence.

For Service Transport, Mr. T. D. Corpe said that the application was made to satisfy the requirements of one customer, Simpson and Co. (Jersey), Ltd., St. Helier, who were marketers of all the produce grown in Jersey. The company had formerly used Southampton and other ports, but had found transport arrangements unsatisfactory. Railways were not suitable because of the delays to perishable goods.

Mr. Alan Peel, manager and secretary of Simpson, said that on one occasion fruit had been forwarded from Southampton in furniture vans. His organization wanted to continue using Weymouth as a port if they could get sufficient transport. Mr. Peel said that he had

approached British Road Services at Portsmouth but they had stipulated that Simpson must use one shipping line. As that line was a competitor to his own company, he could not agree.

The applicants had been handling Simpson's goods for seven months, said Mr. Corpe. The traffic was worth many thousands of pounds a year.

A representative of British Railways said that Guernsey tomato growers forwarded their produce by rail through a central agency. He agreed that the growers had no choice in the matter because of an agreement with their marketing board. Jersey growers, who had a choice, elected to use road transport.

Granting the application, Mr. Nelson said that the traffic was putting a great deal of money into the British Transport Commission by the use of their ships from Jersey to Weymouth. Perishable goods must catch the market on time so as to take advantage of the higher prices, he added.

New Noise and Vehicle Tests

NOISE, vehicle tests, goods-vehicle licensing, diesel smoke, land-acquisition powers and bridges were among the matters dealt with by Mr. Ernest Marples, Minister of Transport, in reply to questions in the House of Commons last week.

Noise Tests: Technical officers of the Ministry of Transport were collaborating with the International Standards Organization to establish practical methods of measuring traffic noise, said Mr. Marples. New systems of measurement were provisionally agreed at a meeting in Stuttgart last summer. In common with other countries, Britain was testing them. A new series of tests was to be carried out on a wide range of production vehicles, beginning last week.

Vehicle Tests Soon: Mr. Marples hoped within a few days to approve the regulations governing the appointment of garages and local authorities to undertake tests of vehicles more than 10 years old. He intended to start the statutory test on a voluntary basis not later than the end of February. He would allow reasonable time before making it an offence to use a 10-year-old vehicle without a test certificate.

Licensing Inquiry? Mr. G. Nabarro (Con., Kidderminster) asked the Minister what action he proposed to take on licensing as a result of the publication of the report of the Ministry inquiry into goods transport. When Mr. Marples replied that he was not proposing to take any action, Mr. Nabarro pointed out that the present licensing system dated from the early 1930s, when road conditions were entirely different from those today. Mr. Marples promised to study the Ministry report.

Diesel Smoke: He promised to examine also a suggestion by Mr. Gresham Cooke (Con., Twickenham) to simplify the task of the courts in establishing that excessive smoke was emitted by an oil-engined vehicle. Mr. Gresham Cooke proposed that the Construction and Use Regulations should be amended by adding a reference to "annoyance or inconvenience" in Clause 79. He said it was almost impossible, under present conditions, for the police to prosecute, because they had to prove that the smoke caused danger, injury or damage.

Quicker Road Building: Answering Members who urged the speedier construction of

roads by the reduction of delays in the preliminary stages, the Minister said he hoped that Parliament would support him if he had to ask for new statutory powers.

Seeing for Himself: Mr. Marples said he proposed to see for himself the latest methods of design and construction of bridges being adopted abroad. He would be accompanied and advised by independent leading bridge designers from Britain. He had asked the president of the Institution of Civil Engineers to nominate advisers.

Motorway Delay: Difficulties over statutory processes had prevented the construction of the Bristol-Birmingham motorway being started two months ago, said the Minister. Meanwhile, experience on other motorways had suggested some changes in specification, and contracts had to be revised. Tenders were returnable by January 8. Work was expected to begin next March.

The 22-mile Ross spur from Ross-on-Wye to the A38 road south of Worcester should be opened next August. The Queenhill Bridge across the River Severn would be completed in November next year, but one carriageway would be in use in August. Work on the 28-mile extension towards Birmingham should begin next March.

RAILWAY'S ROAD STATISTICS

THE road fleet of British Railways totals 15,358 vehicles, made up of 4,831 rigids, 52 tractors, 10,475 articulated units and 29,800 semi-trailers. This information is given in the latest edition of "Facts and Figures About British Railways."

During 1958, railway road vehicles carried more than 23m. tons of goods and more than 167m. parcels. Maintenance is carried out at 18 depots and 210 out-stations.

BIG CLAIM ON FORD

THERE is to be another meeting next Tuesday between the Ford Motor Co., Ltd., and representatives of 22 unions who are claiming higher wages, a shorter working week and three weeks' annual paid holiday. An offer is reported to have been made by the company on Monday.

"Pirates" Threaten Bus Workers

PRIVATE-CAR owners, whom he described as "pin-money pirates," were threatening the livelihood of bus workers, said Mr. George Brook, general manager, North Western Road Car Co. Ltd., in Manchester on Tuesday.

"On certain of our services we believe that car owners are accepting payment from fellow-workers for taking them to and from work regularly," he said.

This had already compelled the company to withdraw one workmen's service. Several other services were also being reviewed, and might have to be abandoned or pruned if private-vehicle owners continued to drain the buses of passengers.

Mr. Brook would not specify the services, because the company might seek legal redress against some car owners.

The company had been compelled to withdraw a workmen's service between Congleton and Woodford, Cheshire. This had been introduced in 1957 after urgent representations had been made on behalf of aircraft workers at the Avro factory, Woodford.

OBJECTORS ALLEGE TRESPASSING

WHEN Lingley's Sale Away Touring Co., Ltd., applied to the North Western Traffic Commissioners on Tuesday to move certain picking-up and setting-down points, allegations were made by the objectors that Lingley's were trespassing on their area.

The Dragon Motor Engineering Co., Ltd., claimed that one of the proposed points was only 200 yd. away from theirs. A grant of the application would cause abstraction of traffic.

Mrs. A. Crocker, a director of Dragon, said that it had been the concern's intention to make a counter-application, but as one of the chief witnesses had become ill this had to be withdrawn.

Mr. F. Williamson, chairman, said that the application would be granted, and observed that the Old Trafford area warranted more tours facilities.

WORKERS WANT A SAY

UNION representatives of Glasgow's 7,000 transport workers decided last week that there will be no "operation without consultation" of the 169 new 72-seat buses ordered by the transport department. They want to voice opinions on the number of standing passengers the buses are to carry.

Mr. E. R. L. Fitzpayne, general manager of the department, said that it was too early to say what was going to happen. The new buses were not due to come into operation until December, 1961.

FIRESTONE FACTORIES

FACILITIES for manufacturing synthetic rubber will be set up in India by the Firestone Tyre and Rubber Co., Ltd. The Indian Government have given approval for the project, which will have an annual capacity of 30,000 tons.

The company will also manufacture tyres near Paris late in 1960.

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TOP RANGE ROAD TRANSPORT ?

WE MAKE THE BEST OF IT.

and the most of it !

We certainly make the most of it. For not only are Leyland-Albion-Scammell the largest group of goods and passenger vehicle manufacturers in the U.K., but also the world's greatest exporters of heavy duty transport.

As for being the best . . . well, naturally, we don't ask you to take our word for that. But you can't argue with facts and figures—and *they* prove that for low-cost per ton or passenger mile plus life-long reliability our vehicles have the edge on any.

Leyland-Albion-Scammell trucks range from 3 to 150 tons . . . passenger vehicles from 26 to 78-seaters . . . diesel power units, for every industrial application, from 72 to 275 h.p.

That's a pretty vast range. And to match it there is an equally vast repairs and service organisation which operates in over sixty countries throughout the world.

The following pages of this section give particulars of several of our vehicles. Many of these will be on view at the Scottish Motor Show. May we meet you there and prove our claims. It's our guess you'll find them understatements.



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Built just round the corner ...
sold all over the world



The underfloor, horizontal-engined 4.5 ton Claymore with extreme manoeuvrability, extra-roomy cab and low step, is internationally recognised as the ideal vehicle for local delivery work and medium-distance haulage.

The 7-ton Chieftain Series II with a newly developed 4-cylinder 335 cu. in. diesel is offered at a new low price and is better than ever.

The new Albion 10-wheeled Reiver is not a 2-axle chassis with a third added, but is specifically designed and engineered from start to finish by the manufacturers for payload in the 10-ton range.



Top-
Albio
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Leyla
twin-
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easy

Yes, they're Clydeside born and bred these Albions. Designed and built by Scotland's only manufacturer of commercial vehicles, they embody all the skill and craftsmanship for which Scottish engineering is so justly famous.

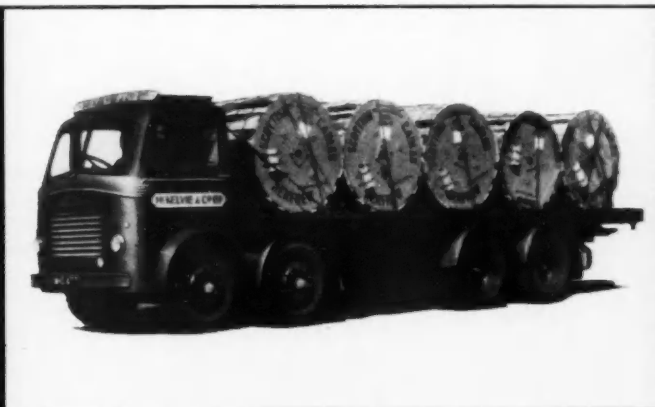
For over sixty years Albion have specialised in building commercial vehicles which have earned an international reputation for rugged reliability, exceptional economy and extra-long working life.

With these attributes plus prices that are unbelievably low, it's small wonder that from every country in the world comes a growing demand for the hand-built Albion.

At the Scottish Motor Show you have the opportunity of seeing just how good these Albions are. And, if you care to take a walk round the corner, you can see them built — and *how* they're built!

Albion

Quality trucks at quantity prices



Top-weight in the Albion range, the 16½ ton Caledonian has a Leyland 9.8 litre engine, twin-drive rear axles, rocking-beam suspension, and remarkably easy control.

ALBION MOTORS LTD., SCOTSTOWN, GLASGOW

Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Telephone: MAYfair 8561

STAND No. 112, SCOTTISH MOTOR SHOW



LUNIK?
A
THAN

Well, as someone once said, 'it all depends on what you mean by better'.

On present showing no Lunik has anything like the life of a Leyland which is 15-20 years or more. And, of course, Leylands travel farther. To them a mere 238,857 miles unbroken running is very small beer. Then, they certainly cost less on fuel—less than any other truck for that matter, let alone a Lunik. And they definitely carry more weight—right to the summit.

But perhaps the most important difference of all is that Leylands are down to earth. No frills about them . . . no flights of fancy. They're just tough, punchy, dependable trucks—craftsman-built by an organisation which has specialised in the manufacture of commercial vehicles and buses for over sixty years.

To sum up. We don't know if a Leyland is better than a Lunik. We don't really give a bleep. But we do know that there is *nothing* better than a Leyland. And you'll agree once you've used them.



LEYLAND

IS

The following models will be shown on the Leyland stand.

COMET CS3 This new 12-ton g.v.w. Comet range—consisting of three haulage models suitable for body lengths up to 23' 6", two tractors and a tipper—is so improved in specification as to be virtually a new model—and the price is as low as ever.

SUPER COMET The Comet's big brother—a 14 ton g.v.w. chassis to carry 9 ton loads over very heavy going . . . with extra engine power for high mileages at low fuel cost . . . 5-speed gearbox with optional over-drive . . . diaphragm-operated air brakes . . . hub reduction rear axle.

OCTOPUS As tough as they come, the 24 ton g.v.w. Octopus with its powerful Leyland 9.8 litre engine has earned a high reputation for maximum-capacity trunk-road transport. Now available with single drive, double reduction rear axle.

Leyland

LEYLAND TRANSPORT ENCIRCLES THE WORLD

Leyland

ADVANCE ON ALL FRONTS...



Still the demand for Leyland buses outstrips all others.

Today 78% of the British municipalities and more than 30 foreign capitals use Leylands.

At home the mainstay of the municipal fleet is still the Titan, but more and more urban services are cutting costs and speeding schedules by switching to the revolutionary-design Atlantean.

In the single deck field, whilst the Tiger Cub still ranks as the top-profit money spinner on both bus and coach work, and the Worldmaster continues its all-conquering way through five continents, Leyland introduces another chassis—the Leyland Leopard. This latest addition is a low-weight chassis powered by the famous 600 type engine. A chassis with a very lively performance designed for performing heavy city service at low cost or for high speed luxury touring.

...in design, performance and price

(Top) No less than twenty six municipalities and bus companies have already ordered the Leyland Atlantean. Features include: driver-controlled front entrance doors, single-step front-loading platform, 125h.p. rear-mounted engine and semi or fully automatic gear change. Available as a 73-seater (unladen height 13' 4") or 78-seater (unladen height 14' 4").

(Bottom) The new Leyland Leopard, a low-weight chassis packed with extra power for high speed touring. Economical 0.600 125h.p. diesel gives car-like acceleration... 2-speed rear axle ensures high average speeds on open roads with excellent performance on hilly routes. High power-weight ratio with a chassis weight of 4½ tons and g.v.w. rating of 11 tons.



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STAND 114 SCOTTISH MOTOR SHOW KELVIN HALL

For your 'special' problem...

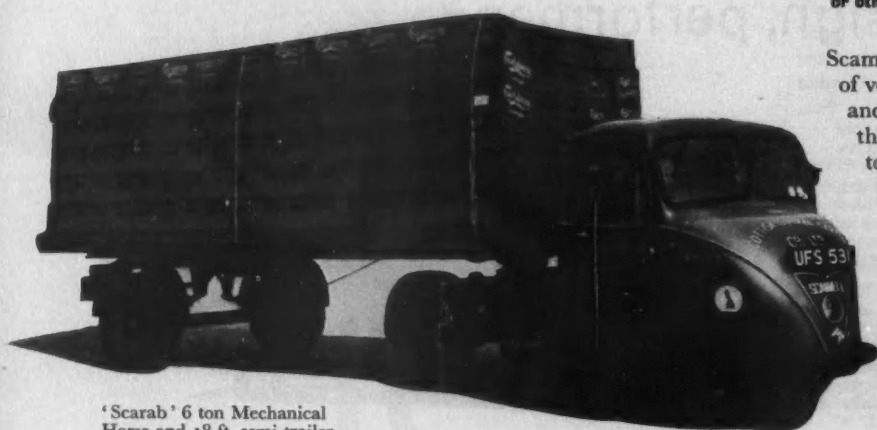


'Highwayman' articulated 2,090 gallons capacity liquid carbon dioxide tanker with Scammell Heavy Duty automatic coupling gear. The tank is heat insulated and designed for carrying its load at pressures up to 350 p.s.i.

...it pays to specify

SCAMMELL

- Scarab Mechanical Horse vehicles for short haul or internal works use.
- Highwayman heavy duty motive units with tank, hopper or low-loading semi-trailers.
- 4 x 4 Mountaineer, 6 x 4 and 6 x 6 Constructor Dump Trucks, tractors, and oilfield vehicles for 'on' or 'off-the-road' operation.
- Light and heavy-duty semi-trailers with automatic or other types of coupling.



'Scarab' 6 ton Mechanical Horse and 18 ft. semi-trailer carrying crates of beer. Fitted with Scammell M. H. automatic coupling gear.

Scammell Lorries specialise in the design of vehicles to suit individual requirements and operating conditions, and to provide the most efficient and economical solution to road transport problems for short hauls and long distances.

A wealth of experience is available for the production of vehicles for all types of bulk loads. Tankers are supplied for liquids, liquefied gases at temperatures to minus 297°F., and gases at pressures to 3,000 p.s.i. Powders are handled in special vehicles capable of discharging to a height of 100 feet.

Scammells' range covers all transport needs both 'on' and 'off-the-road' for loads from 3 to 150 tons including four, six and eight-wheeled vehicles and semi-trailers of all types.

SCAMMELL LORRIES LTD.

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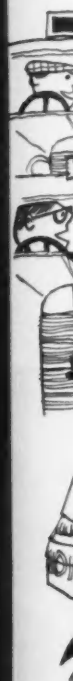
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Here's a truly impressive list of leading commercial vehicle manufacturers who fit Ferodo Brake Linings as initial equipment on some or all of their models.

**A.E.C.
ATKINSON
AUSTIN
CARRIMORE
COMMER
DENNIS
DYSON
E.R.F.
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JENSEN
KARRIER**

**LAND-ROVER
LEYLAND
MAUDSLAY
MORRIS
RELIANT
SEDDON
STANDARD
TASKERS
THORNYCROFT
TROJAN
UNIPOWER**

..... and for your vehicles whatever the make or model—there are approved Ferodo linings.

Why fit Ferodo?

BECAUSE

MANUFACTURERS HAVE PROVED FERODO for themselves with their own tests, made under the most punishing conditions they can devise.

BECAUSE

FERODO'S OWN TESTS are as savage as they are comprehensive . . . made under conditions ranging from laboratory to flooded tracks.

BECAUSE

USERS THE WORLD OVER ACCEPT FERODO as a guarantee of consistent, effective and lasting braking power.

BECAUSE

FERODO IS FERODO—a name with a reputation stretching back over 60 years of hard-won leadership.

SAFETY • DEPENDABILITY • ECONOMY THROUGH LONG LIFE

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stand 173
Scottish Motor Show

fit Ferodo first—to last

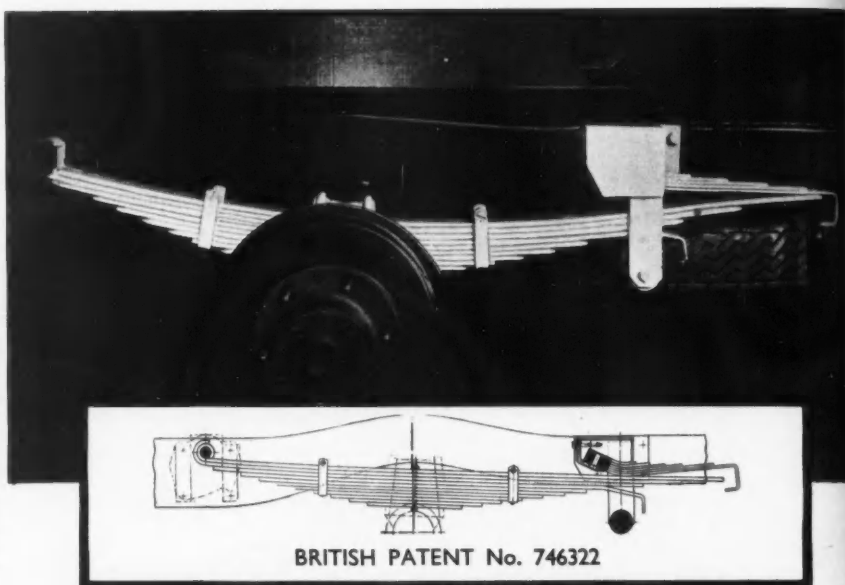
FERODO anti-fade Brake linings

THE *Laminaire* SYSTEM OF PROGRESSIVE SUSPENSION

MINIMIZES TYRE WEAR, BODYWORK AND LOAD DAMAGE!

HERE'S HOW IT WORKS...

This original type of progressive suspension overcomes the harsh riding conditions experienced with conventional unladen or lightly laden trailers. The swinging shackle is replaced by flexible cantilever springs working in conjunction with a longer main spring. When unladen, only the tips of these springs are in contact, giving a light flexible suspension . . . as the load increases, the cantilever and main springs roll together, shortening the effective length of the springs and progressively increasing the carrying capacity of the suspension. Laminaire is used and endorsed by Boden Trailers Ltd., authorized by the Austin Motor Co. Ltd., and guaranteed by William E. Cary Ltd. Conversion sets are available for tractor units, heavy commercials, ambulances, cross country vehicles.



CARY IMMEDIATE EXCHANGE SERVICE

We guarantee our genuine factory reconditioned springs for six months. Springs reconditioned by modern machine methods with the finest quality Silico Manganese Spring Steel, oil hardened and heat-treated. A large selection of these springs is held in stock enabling you to keep your vehicles on the road at reduced cost, because of special EXCHANGE prices, reducing overheads. Please write for our latest stock price list.

SEE OUR EXHIBITS

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SCOTTISH MOTOR EXHIBITION

KELVIN HALL • GLASGOW

13th to 21st NOVEMBER, 1959



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This service which is used throughout the country, offers the same high quality as our Immediate Exchange Service. Laminated springs of all kinds are thoroughly overhauled, heat-treated and tested to makers specification or built up if required for special applications. The service is both speedy and reliable.

A door-to-door collection-delivery service is provided by our vehicles in the industrial areas of the Midlands, North-West England, North Wales and Scotland.

*The Laminaire system of Progressive Suspension
Manufactured under licence by*

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Austin announce an entirely new range of vehicles specially designed to cut driver fatigue...

(2, 3 and 4 ton)

... industrial research Professor shows these vehicles cut fatigue by nearly two-thirds

AUSTIN DESIGNED THIS RANGE FROM THE DRIVERS' VIEW-POINT. The cab gives clearer driving vision. Gives clearer parking vision. Gives a really relaxed driving position. But above all it reduces that most tiring aspect of short haul work — *the climbing in and the climbing out.*

Mountain climbing or strolling home. Tests were carried out on these new trucks by one of Britain's leading Industrial Research Units. The Professor in charge measured in-and-out fatigue against a conventional forward control vehicle of the same weight. AND PROVED CONCLUSIVELY THAT THIS NEW AUSTIN RANGE CUTS FATIGUE BY

JUST ON TWO-THIRDS... MAKES THE DIFFERENCE IN DRIVER FATIGUE BETWEEN FEELING AS IF YOU'D CLIMBED A MOUNTAIN OR STROLLED HOME AT 3 MPH!

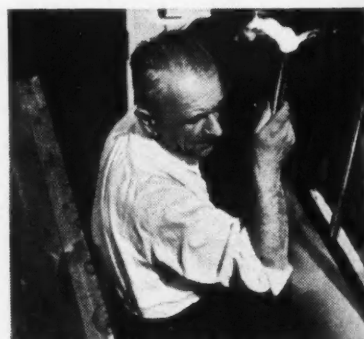
To drivers—this range means better working conditions—safer driving. Two-thirds less fatigue is no small matter to a man at the wheel all day. But there's more to these new trucks.

They also provide bigger loading decks with improved weight distribution—easier, *less strain*, on and off loading. Petrol or diesel engine for maximum pulling power (less gear work). Sweeping cab improvement in a wider-vision wrap-around screen and special parking portholes.

Now check the pictures for yourself. Far right is the full picture story report of the fatigue test. Elsewhere pictures show you the great visibility, etc. Read on now—for details of the greatest advance in the Austin range since the first flying A!



This is the new cab. Note the rear angle door position, the low-slung step, the observation car view, the low parking portholes and swivelling side windows. PRICES: 2 ton from £750; 3 ton from £815; 4 ton from £880.



A tight squeeze—but the driver can still get in and out easily. Because even fully open, the side-sloping door is no wider than the front bumper.



Two steps up, you're in the foam rubber, fully adjustable driving seat—with the gear lever right at hand (no reaching-back strain).



Best view ever. The wrap-around windscreen gives a panoramic view of the road. Nothing here to interfere with perfect visibility when you're driving. Note the neatly grouped instrument panel under the driver's eye, and all controls near to his hand.



Reversing made easy. The driver doesn't even have to open the door. Through the door window he has a perfect view behind. Note, too, the big wide rear window.



Closest-ever parking. No guesswork here. Through low level curved Perspex panels on each side of the cab the driver can see the exact distance from the kerb or vehicle in front. And see children playing dangerously near his wheels.

See examples of these new vehicles at the Scottish Motor Show now. 12 months' warranty. Backing of B.M.C. Service.

AUSTIN

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE · BIRMINGHAM



energy used being expressed in terms of Calories. With the old cab 10.1 Calories per minute were expended—equivalent to climbing a mountain. With the new cab, 3.4 Calories per minute resulted—equivalent to a walk along the flat at 3 m.p.h. Tests also showed that in the new cab all drivers expended approximately the same energy. In the old cab a young fit man approximated 6 Calories per minute but for a man over 50 the rate was 14.6; equivalent to carrying $\frac{1}{2}$ cwt. up a 1 in 3 hill. The test drivers were unanimously in favour of the new cab. "It's a wonderful improvement," they said. "We're glad that someone has at last designed a cab with the driver in mind."

TEST REPORT. An illustrated booklet, written by the Professor in charge, gives a complete, pictorial record of the tests carried out on these advanced new Austins. For a copy of this booklet, and for full specification details, post off the coupon below today.

THE TEST in detail

Most fatigue-reducing feature in the new cab—ease of entry, (wide low footrest and two steps only to the seat). On fatigue tests carried out by the Professor i/c Britain's leading Industrial Research Unit, drivers, wearing oxygen masks, spent a total time of 3 minutes, under controlled conditions, stepping in and out of new and old cabs. Instruments recorded their rate of breathing, the

POST THIS COUPON TODAY

To: The Austin Motor Co. Ltd., Commercial Vehicle Sales Dept.,
Longbridge, Birmingham

Please send me the Test Report booklet and specification details of the new 2, 3 and 4 ton Austin trucks.

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"MERCURY"



With a lively 112 b.h.p. engine for sustained power, a top load capacity, and years of proved reliability the A.E.C. "Mercury" 12-14 tonner is built for the motorways of today and tomorrow.

The A.E.C. "Mercury" will take a payload of up to 10 tons, travel fully loaded at 50 m.p.h., and keep going without strain mile after mile, day in day out. That is why it is ready now to meet the operating challenge of Britain's new fast highways. Without doubt the "Mercury" is still the cheapest to run of all "middleweights" on long or short hauls.

SEE THE "MERCURY"
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In the growing A.E.C. fleet of Cotter's Motor Tours Ltd., Glasgow—a "Reliance" with Plaxton "Panorama" luxury body.

"RELIANCE"



No other British coach can claim so many awards as the A.E.C. "Reliance"—55 in British Coach Rallies in five years, 6 awards in Continental Rallies in two years. The Trade Press has been unanimous in its praise for the world's most successful single-decker.

SEE THE "RELIANCE"
ON STAND

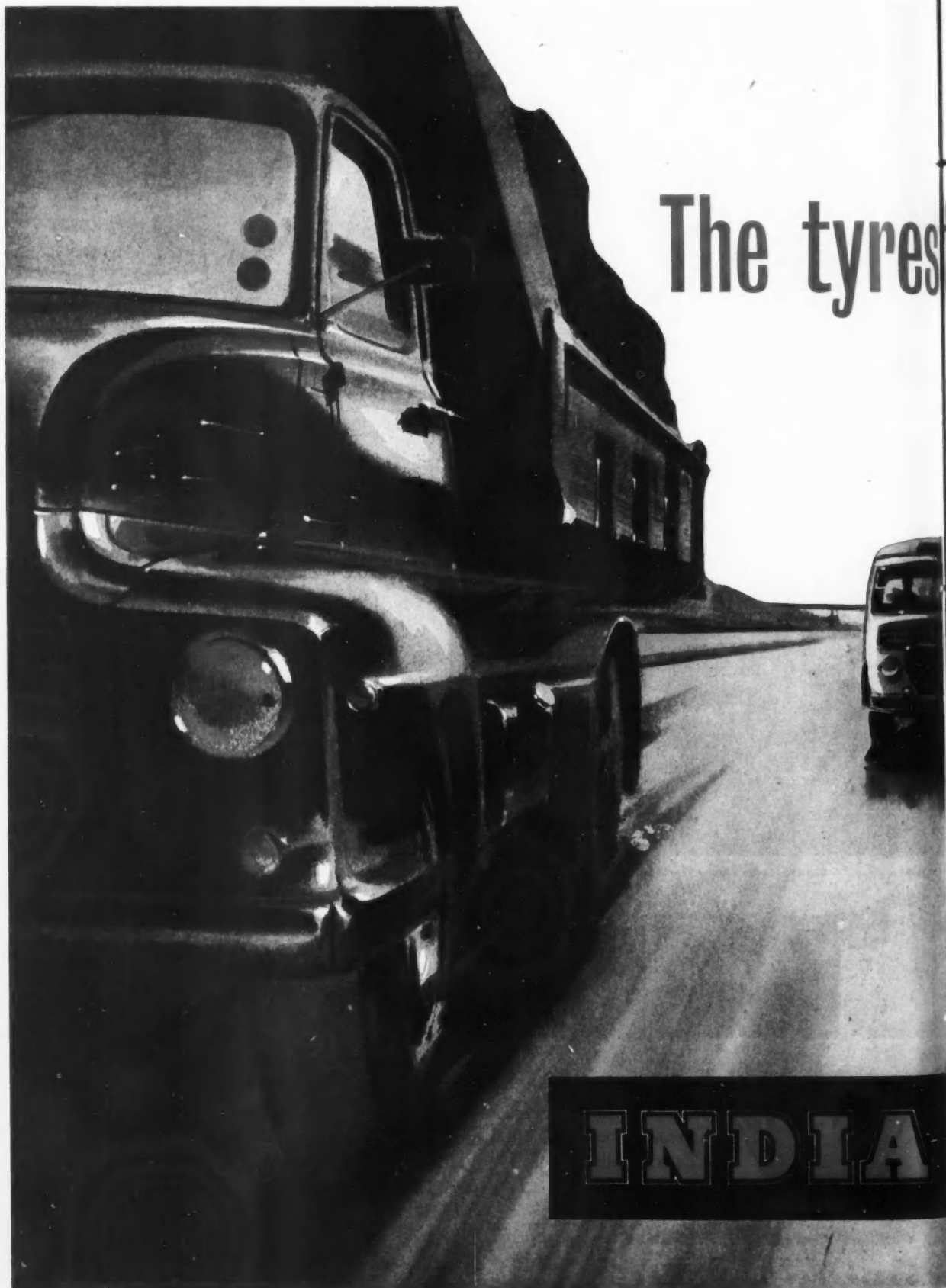
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The tyres for



INDIA

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resfor the load in a hurry

at lowest cost per mile

The new motorways are here, more are on their way. This will speed up traffic and speed up transport. This is all to the good for transport operators. But long runs at maximum speeds with heavy loads will put extra strain on tyres. That's why you need INDIA Red Flash Giant Tyres - the tyres that have been specially built with an entirely new casing design and tread compounds to give greater strength and resiliency, cooler running and longer life at lower cost per mile. Laboratory tests and actual users have *proved* this to be true.

COOL RUNNING UNDER LOAD PREVENTS TYRE BREAKDOWN ON THE ROAD

INDIA Giant Tyres are specially designed to run *cool* under *all* conditions of load and road. They give longer wear, less time 'off the road' due to breakdowns - and that means greater economy. In addition to being cooler running, INDIA Giants give greater grip, better road holding and more M.P.G. - because all the power of your vehicle's engine is transferred to the road.

Competition in all branches of the transport business - is getting fiercer every day. Here's the way to stay ahead - fit INDIA Red Flash Giant tyres and carry more loads, farther, faster, at lower cost.



A Red Flash giant tyres

FOR THE LOAD IN A HURRY !

HANDSOME ISAND

Mighty handsome trucks, those Dodges. And their rugged look isn't misleading. Here's solid, powerful engineering that takes high-volume payloads and thrives on every kind of heavy-duty use. They're built to take it. But to see Dodge toughness in its own element, check their performance on the job. See how Dodges roll up money-making miles with less 'time-off' for service. See how Dodges haul torturing loads through the worst conditions without flinching or faltering. It's on the job that Dodge toughness pays... on all kinds of jobs, including jobs like yours.

From the 56 Dodge Forward and Normal Control models — with nominal payload ratings ranging from 3 to 12 tons — there's one job-rated for your needs. Visit your Dodge Distributor or Dealer now and see how Dodge will boost your transport profits.

See Dodge exhibits on Stands 111, 118 & 125, Scottish Motor Show

GET MORE — GET



AND HANDSOME DOES



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14 TON PAYLOAD

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Objection "To Examine Schedules"

DURING a hearing before the Yorkshire Traffic Commissioners, at Leeds last week, Mr. M. F. Marshall, for Wallace Arnold Tours, Ltd., Leeds, claimed that the West Yorkshire Road Car Co., Ltd., had objected to an application solely for the purpose of examining his clients' schedules.

He took strong exception to the procedure, and said that he had no intention of answering technical questions.

Applications were made by Wallace Arnold and West Yorkshire to run football excursions from Bradford to Grimsby. British Railways objected, and stated that they intended to run a special train to Grimsby from Bradford on Boxing Day. They wanted some protection.

Reference was made to an appeal involving the Wallace Arnold football licence when the Minister of Transport had suggested that the railways were entitled to some form of protection when they ran a special train.

On the ground that Wallace Arnold were football excursion operators and West Yorkshire were not the Commissioners were asked by B.R. not to allow the excursion to operate whenever the railways notified Wallace Arnold they intended to operate a special train, and that the West Yorkshire application be refused.

A grant of four vehicles was made to Wallace Arnold for one year. The West Yorkshire application was refused.

DEBT FREE IN 2½ YEARS

A NET loss of £60,033 last year by Bradford Transport Department is explained by the city council's policy of making the undertaking debt free by the end of March, 1962. A further £91,594 was allocated last year towards the repayment of debt, otherwise there would have been a net surplus of £31,561. When the debt is cleared it will be possible to buy new buses and equipment out of revenue and reduce operating costs.

Mr. C. T. Humpidge, general manager, in his annual report, says there is still a shortage of road staff, and it is becoming increasingly difficult to recruit a suitable type of person.

INDIAN GROUP INSPECT B.R.S.

TWELVE members of a group representing a cross-section of India's transport industry are visiting this country. Last week they met Mr. H. W. Elliott, a member of the board of management of British Road Services, and visited the B.R.S. depot at Hampstead.

The group were interested in the teleprinter network and intend to explore the possibility of its adaptation to transport in India.

60 M.P.H. AVERAGE

AT an average speed of just under 60 m.p.h., a Leyland Super Comet covered 290 miles on M1 last week, mainly in top gear or overdrive. Water temperature was said not to have risen above the thermostat setting.

Micrograms

Last Trams: Trams were abandoned in Leeds last week-end after 88 years.

Mercury Sales: A. E. C. Mercury chassis are selling to the value of more than £150,000 weekly.

Credit Branch: Yeoman Credit, Ltd., are to open a new branch at 38 Sunniside, Sunderland.

A.C.V. Change Title: The name of A.C.V. Sales, Ltd., has been changed to A.E.C. (Sales), Ltd.

Finance Office: The North Central Wagon and Finance Co., Ltd., have opened an office at 57-59 Piccadilly, Hanley.

Pneuride for Leicester: Leicester ambulance authority have bought four B.M.C. LD2 chassis with Dunlop Pneuride suspension.

New Branch: A new branch office of the Mercantile Credit Co., Ltd., has been opened at 128 Old Christchurch Road, Bournemouth.

200,000th Vehicle: A Bedford 7-tonner was the 200,000th vehicle produced this year by Vauxhall Motors, Ltd. It left the factory for Finland last week.

Plymouth Traffic Group: A Plymouth and District group of the Institute of Traffic Administration has been inaugurated for members in Devon and Cornwall.

Two Depots: Two new depots have been opened by Advance Motor Supplies, Ltd., at 142 Frodingham Road, Scunthorpe, and George Street, Stonehouse, Plymouth.

Silver City Move: Silver City Airways will transfer ferry operations from Southampton to Hurn Airport, Bournemouth, on November 18 to take advantage of better runway facilities.

Middle East Trade: The Advisory Council on Middle East Trade have compiled a book for exporters which is obtainable from the Board of Trade, Horse Guards Avenue, London, S.W.1.

Warehouse Keepers Meet: The annual meeting and luncheon of the National Association of Warehouse Keepers will be held at the Savoy Hotel, Strand, London, W.C.2, on July 6, 1960.

Motorway Film: John Laing and Son, Ltd., 4 Regent Street, London, S.W.1, have produced a 30-min. colour film to record the building of 55 miles of the London-Birmingham motorway.

Service Closes: Scott's Bus Service, which has been operated between Rhynie and Aberdeen for 30 years, will cease on November 15. The owner, Mrs. B. Scott, is giving up the business.

Castrol Move: C. C. Wakefield and Co., Ltd., are to move from their offices in Grosvenor Street, London, W.1, next Monday into their new building, Castrol House, Marylebone, London, W.1.

N.C.R.T.C.H. Dates: The annual meeting of the National Conference of Road Transport Clearing Houses will be held at the May Fair Hotel on February 25, 1960. The annual dinner will be at the same place the previous evening.

U.S. Lorry Sales: It is expected that 990,000 new lorries will be sold in the U.S.A. this year. A figure of 1.1m. is expected in 1960. Oil-engine sales this year are expected to show an increase of 46 per cent. over 1958 figures.

Oil Map: The Petroleum Information Bureau, 29 New Bond Street, London, W.1, have issued a wall map showing the relative importance of oil-producing and refining countries, together with a diagram illustrating the sources of British imports.

Changed Address: The address of Ross Auto and Engineering, Ltd., is now 27A Banastre Road, Southport, Lancs.

Winget-Boydell Merger: Winget, Ltd., have acquired the capital of E. Boydell and Co., Ltd., for £630,000 in cash.

Mexican Tyre Increase: Vehicle-tyre production in Mexico during 1958 showed a 17-per-cent. increase over the previous year's figures.

Off Saturdays: Staff of 18 depots of Glasgow Transport Department are asking for one Saturday off duty in six instead of, as at present, one in 12.

Forward Date: The North Western (Western) Area of the Road Haulage Association will hold their annual dinner at Southport on March 19.

Deutz in Brazil: The Otto Deutz concern of Cologne plans to establish a factory in Brazil for the production of oil engines. Tractors may be manufactured later.

Directory Out: The 1959-60 edition of "Directory of Hauliers" has been issued by the Northern Area of the Road Haulage Association, 8 Oxford Street, Newcastle upon Tyne, 1.

Tyre Booklet: "Facts About Tyre Performance" is a booklet issued by the India Tyre and Rubber Co., Ltd., Inchinnan, Renfrews, which contains many hints on how to prolong tyre life.

Chamber Objects: Newcastle upon Tyne Chamber of Commerce are objecting to the city council's plan to prohibit loading and unloading of goods vehicles in certain streets during peak hours.

Centra Grocers Join N.M.U.: Twelve members of the Centra association of wholesale grocers have arranged to operate part of their transport fleets in conjunction with N.M.U. (1958), Ltd.

Crane Order: An order for six Hydrocon Highlander 5-ton rotary hydraulic mobile cranes has been received by Brown and Tawse Plant, Ltd., Manchester, from the north-eastern region of British Railways.

More Agents: New Leyland-Albion agents are: Yee Ho Tung Import and Export Co., 33 Kaifeng Street, Section 1, Taipei, Formosa, and Umana Schofield and Co., Ltd., P.O. Box 289, Guatemala City, Guatemala.

"Rolli-tanker" Order: The American Goodyear Tire and Rubber Co. have received an order, valued at more than £285,000, for the manufacture of 166 Rolli-tanker transporters. Each tyre carries 500 gal. of liquid.

Kenex Extensions: A paintshop, stores and a woodmill will be added to the Barwick Road factory of Kenex Coachwork, Ltd., Dover. They will replace the present premises at Castle Street and be completed by the end of the year.

Corporation Step In: Chesterfield Transport Department have taken over the services formerly operated by Messrs. Doughty Buses. Since the death of the founder of this firm, Mr. F. H. Doughty, a year ago, Miss Nellie Doughty continued the business, but she retired on October 31.

Vigzol Purchase: The Vigzol Oil Co., Ltd., have purchased the capital of Liberty Oils for £21,550. Mr. R. W. Lewis and Mr. J. H. Barlow have resigned from the Liberty board. Mr. S. Elliman and Mr. J. D. Lodge replace them, and Mr. S. P. Bilton has been appointed an additional director.

Grant Subject to C.M.S. Timetable Agreement

WHEN the Northern Traffic Commissioners allowed Keswick Borrowdale Bus Services, Ltd., to operate between Keswick and Seatoller, in Borrowdale, last week, they stated that the grant was conditional upon a timetable being agreed with Cumberland Motor Services, Ltd.

Mr. T. H. Campbell Wardlaw, for the applicants, said that they were an amalgamation of three independent operators—R. W. Simpson, T. Young and Sons and W. L. Askew. They and C.M.S. had served Borrowdale in the past.

Mr. Simpson told the Commissioners that the amalgamation would permit certain savings. The application represented the first step in effecting proposals made by the Commissioners last year.

He added that he had been approached by C.M.S. with the suggestion that during the winter each should work the route in alternate three-monthly periods, instead of alternate weeks. Mr. Simpson could not agree to this because he could not keep a driver idle for three months.

£125 FINES FOLLOW FATAL ACCIDENT

FINES totalling £125 with £12 8s. costs were imposed upon Cornelius Parish, Ltd., Hessle Road, Hull, and Cornelius David Parish, Thorngumbald, at Hull last Friday following charges in connection with the transport by road of an ocean-going yacht. The yacht had toppled over in transit and a man assisting with the work had been killed.

Defendants pleaded not guilty to using a trailer with inefficient brakes, a dangerous load, inefficient springs, dangerous bodywork, and not equipped with efficient tyres, and to carrying a load of excess width. The company were also summoned for employing an unlicensed driver.

Amos and Smith, Ltd., marine engineers, Hull, had previously been fined a total of £30 for offences relating to the same incident. The prosecution at the time had described the bogie on which the yacht was being carried as being a "ramshackle contraption of rusty bolts and decaying wood."

Mr. Parish said that as neither he nor his friends were sufficiently expert at the removal of yachts by road, he had approached Amos and Smith, Ltd., to do the job. He was convinced that they were quite competent.

NEW STOURBRIDGE GARAGE

RECONSTRUCTION of the garage of the Birmingham and Midland Motor Omnibus Co., Ltd., at Stourbridge has increased the covered space available for vehicles. Where 40 buses were accommodated, 73 may now be housed. Principal feature of the reconstruction has been the roofing-over of a former forecourt. New offices, canteen, engineering stores, docking and maintenance facilities have been provided.

G2



This Thames chassis has a tipping body made up of parts offered in kit form by E. J. Holmes, Ltd. The body is of light alloy.

"Do-It-Yourself" Tipper Bodies

FOR the bodybuilder or operator with limited facilities E. J. Holmes, Ltd., 113 North Street, Romford, Essex, offer complete kits of formed and shaped components cut to approximate size for the construction of U-shaped light-alloy tipping bodies.

If required, a detailed assembly drawing can be supplied to simplify construction, which requires only normal cutting and drilling equipment.

The kits are marketed under the name Alpakk, and standard body sizes covered include 5-, 7-, 12-, 16- and 24-cu.-yd. types. The 5-cu.-yd. body weighs, when assembled, 5.4 cwt., whilst the 24-cu.-yd.

model scales 14.4 cwt. Holmes offer also components for any size body to special order.

Basically, the body design consists of two longitudinal bottom members carrying the broad U-section transverse hoops, which are formed to an 8-in. radius at the lower corners. The sides and floor are covered with flat sheet, whilst special radiused panels are supplied for the sides-to-floor join.

The sheet used for the front bulkhead is braced by two upright members, and the standard top-hinged tailboard panel has four bracing members in addition to the hoop which surrounds it.

Mr. Marples for U.S. and Europe

INTENT on mastering his new post as quickly as possible, Mr. Ernest Marples, Minister of Transport, has arranged to go to America, as well as to Europe, during the Christmas recess to study primarily bridges, but also motorways. He will be away for two to three weeks.

He is not likely at the moment to take up the suggestion of Lord Lucas of Chilworth in the House of Lords (see page 498) and appoint a director of road construction, writes our political correspondent. A meeting which he had last week with Mr. Christopher Brunner, of the British Road Federation, gave rise to hasty speculation on the possibility of an early appointment, and Mr. Brunner's name was coupled with it. Mr. Marples obviously could not rush into so important a matter and would have to

discuss the subject thoroughly with his engineering staff.

It is possible that he may seek Parliamentary sanction to speed up the procedure preliminary to the building of new roads without sacrificing the rights of individuals.

Meanwhile surprised officials in the Bonn Transport Ministry are to carry out an intensive study of the London-Birmingham motorway. They are responsible for a £1,500m. programme to lay 400 miles of autobahn by 1970 and are anxious to discover how British road-builders managed to complete M1 in 19 months. It would have taken three years in Western Germany.

A German Ministry official said the massive concentration of companies and the latest roadmaking machinery were probably the secret.

"Self-confessed Opportunists"

TWO men who bought the share capital of a Nottingham haulage company after they had failed in a series of business ventures were described as "self-confessed opportunists" by Mr. H. Reeve Allerton, Nottingham Registrar, last week, when they appeared for public examination.

They were Frank Cecil Ling, The Park, Nottingham, and Ronald Aaron Meir, Parkstone, near Bournemouth, who admitted joint liabilities of £39,388 9s. 2d. and assets of £3,482 2s. 1d., making a total deficiency of £35,906 7s. 1d.

Ling told Mr. W. W. Jordan, Official Receiver, that when they bought the share capital of S. and S. Transport, Ltd., the company's creditors were already pressing for a liquidation order, but they hoped to sell some of the company's assets to stave this off. He realized now that this was illegal. When they gained control of the business they found that many of the vehicle licences were already owned by other people and several vehicles had been repossessed by finance companies.

Further inquiries are to be made.

The STANDARD

ATLAS 10/12 cwt.

Price £475



Carries more The ATLAS has a load capacity of 180 cu. ft., greater than that of any vehicle with a similar payload. This means that the cost of delivery per item is cut to a minimum.

Tighter Turning The ATLAS turning-circle of 29 ft. allows the driver to turn in suburban roads without reversing. Easier parking, less driver fatigue, quicker deliveries and greater petrol economy. You save all ways.

Slashes Service Time A special feature of the ATLAS is the arrangement by which the engine and gearbox and front suspension are quickly removed as one unit for servicing.

Backed by a 12 months' guarantee and the world-wide Stanpart spares service.



& the ATLAS 10/12 cwt. PICK-UP

The ATLAS 10/12 cwt. Pick-up embodies all the basic features of the 10/12 cwt. Van, including the comfortable driver's cab. The body is sturdily built to take all types of loads and is fitted with a drop-down tail-board making it ideal for dairymen, builders and market gardeners.

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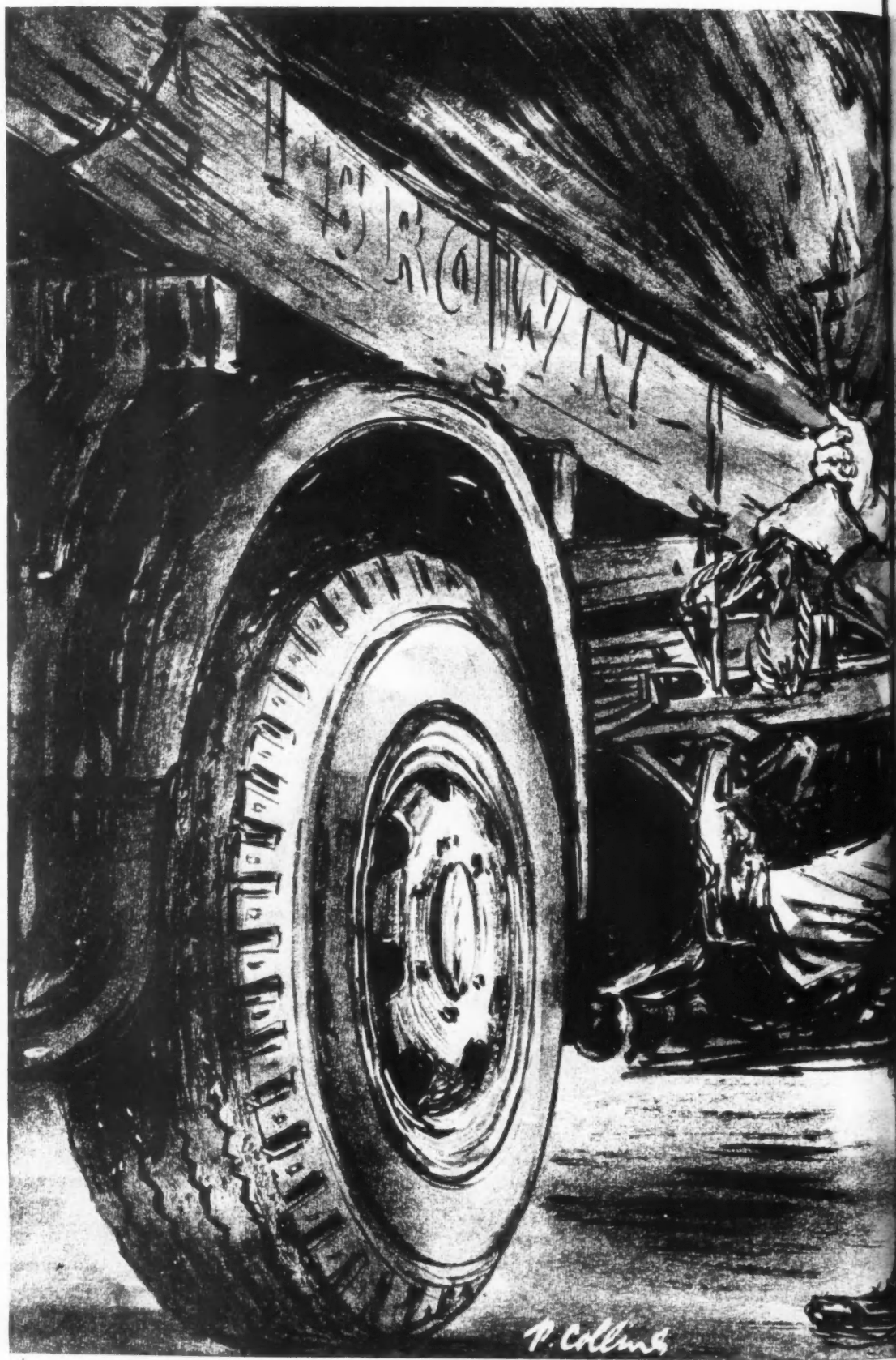
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SIMPLIFIED LUBRICATION PROGRAMME

"Lubrication Engineer" is not just a fancy name for a man with an oil-can: the lubrication engineer is a highly-trained expert, and his *sole* job is to help you get the best value out of machines.

Lubrication engineers have developed Deltvac Special, Mobil's famous all-season engine oil for commercial vehicles, petrol and diesel. With Mobilube GX90 for gear-boxes and drive axles, and Mobilgrease MP for grease points, you have three products that satisfy your fleet-lubrication needs.

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is not finished when he has developed these remarkable products for you. To reduce the cost of maintenance, replacements, breakdowns, depreciation, and upset schedules, he will help you to analyse your specific problems, and work out a programme for your fleet.

You may well find that a year of the Mobil simplified lubrication programme will save you, in hard cash, *more than twice* the cost of the lubricants! Only Mobil offers you *proved* economy on such a scale.

Mobil means economy when choosing fuels, too: choose Mobilgas, and Mobil Diesel.



Simplified Lubrication Programme

TO CUT COSTS AND BOOST PROFITS!



50 Rowe Tippers Ordered

AN order for 50 Rowe Hillmaster tipping vehicles has been received by M.G. Rowe (Motors), Doublebois, Ltd., from Andrew Foster Transport, Disley, Cheshire. Most of the vehicles to be supplied are Model S/M/8 short-wheelbase 8-tonners with bodies and tipping gear.

This chassis is powered by the Meadows 4DC330 Mark II 90 b.h.p. oil engine, has a Meadows five-speed constant-mesh gearbox and a Moss single-speed rear axle.

The management of Rowe has been reorganized since the appointment of Mr. S. C. Condy as the receiver and manager of the company in March this year.

BUSES TO BE RUN UNTIL FAILURE

FIVE Leyland PD.2 double-deckers of Southport Transport Department, which have covered 371,000-450,000 miles without having their engines removed, are to be kept running until engine failure is imminent.

Cllr. J. Todd, chairman of the transport committee, explained last week that this was so that the full economic life of the engines could be found out.

In September the five buses returned 10.42 m.p.g.—a rate only slightly below the average for all the vehicles of this type in the fleet.

Municipal Opportunities

Rawtenstall Transport Committee are to buy an Austin A55 van.

Salford Transport Committee wish to buy an S.D. gully emptier.

Reading Transport Committee propose to buy 12 Sunbeam-Burlingham trolleybuses.

Barnesley Corporation are to acquire two Austin lorries from Eyre Bros. (Barnsley), Ltd.

Worthing Waterworks Committee seek tenders for the supply of three Thames 5-cwt. vans.

Rotherham Highways Committee recommend that a Bedford tower wagon and a Standard Atlas be purchased.

Scunthorpe Corporation are recommended to acquire a Karrier Bantam from Parker and Co. (Scunthorpe), Ltd.

Shoreditch Borough Council are advised to obtain a Foden refuse-disposal lorry from Glover, Webb and Liversidge, Ltd.

Caterham and Warlingham Parks Committee recommend that L. C. Dove (C.V.), Ltd., supply an Austin Omnitruck.

Hammersmith Borough Council are advised to purchase a Dennis Paxit from the Commercial Motor Garage and Repair Co., Ltd.

Strikers Go Back: Secret Ballot

ON the eve of the meeting of the National Joint Industrial Council, called last Thursday to review the national agreement on standing passengers, bus workers in Sheffield decided to return to work. They had been urged to do so lest their attitude in remaining on unofficial strike imperilled the outcome of the meeting.

On the previous night, the workers decided at a mass meeting to accept the transport committee's compromise of allowing five standing passengers on 76- and 78-seat buses. A secret ballot produced a vote of 590 in favour of returning to work and 514 against.

The following day, employers' representatives and trade-union officials met in London to consider the union's demand for the revision of the old agreement. Talks were adjourned until November 18.

Both sides of the industry appreciated the need for some modification of the standing passengers agreement. This was stated by Mr. Frank Cousins, general secretary of the Transport and General Workers' Union, at Rotherham last week.

He said that employees did not want to leave people on the pavement, but they also considered that those who had paid for a seat should not have to stand.

There was a good case for better wages in the industry, he added.

Great Variety of Traffic, Authority Told

RESUMING an inquiry at Falmouth last week, Mr. C. J. MacDonald, Western Deputy Licensing Authority, was told of the large variety of goods handled by the Falmouth Transport Co., Ltd. The company had applied for six additional A-licensed vehicles. The application had since been reduced to four, said Mr. A. C. Caffin, for the company.

This is the new C.C.C.-Blaw Knox concrete mixer and agitator, which, as reported last week, is to be offered in this country. The Canadian-type chassis has a Cummins oil engine.

Mr. John Plummer, chief clerk and accountant, said that they handled 500 varieties of goods for Crosse and Blackwells, Ltd., 77 for Schwepes, Ltd., 469 for S.P.D., Ltd., and 60 for Lever. The applicants did not take

county council work because their contract prohibited it.

Overtime had been worked almost every day, and sometimes drivers returned to base with undelivered goods, said Mr. F. H. Pinch, traffic manager.

Objecting for the British Transport Commission, Mr. J. Amphlett said that the licence, if granted, should be strictly circumscribed as to area.

The grant was made for four vehicles with a normal user of general goods, mainly in Cornwall.

HACKNEY TAXATION

THE accompanying table shows the current Excise taxation rates for hackney carriages. These rates were amended in the Budget and came into effect on April 8, but their publication

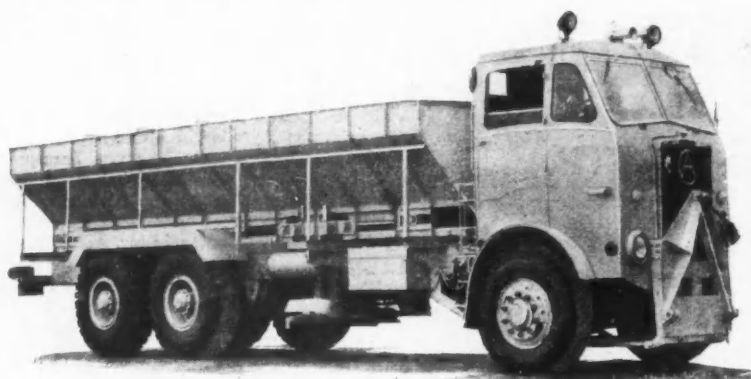
| Seats | Rate | | | |
|-------|--------|-----------------|-----------|---------|
| | Annual | Mar. 25—Dec. 31 | Quarterly | |
| | £ s. | £ s. d. | £ s. d. | £ s. d. |
| 4 | 10 0 | 7 17 6 | 2 15 0 | |
| 5-20 | 12 0 | 9 9 0 | 3 6 0 | |
| 26 | 15 0 | 11 16 3 | 4 2 6 | |
| 30 | 17 0 | 13 7 9 | 4 13 6 | |
| 37 | 20 10 | 16 2 11 | 5 12 9 | |
| 41 | 22 10 | 17 14 5 | 6 3 9 | |
| 44 | 24 0 | 18 18 0 | 6 12 0 | |
| 56 | 30 0 | 23 12 6 | 8 5 0 | |
| 60 | 32 0 | 25 4 0 | 8 16 0 | |
| 65 | 34 10 | 27 3 5 | 9 9 9 | |
| 70 | 37 0 | 29 2 9 | 10 3 6 | |

on the reverse side of licence-application form R.F.8 has been delayed by the printing dispute. The figures are given here for the convenience of operators.

30 PER CENT. OF COAL BY ROAD

FROM a total of 198m. tons of coal distributed during 1958, 30 per cent. was conveyed by road. The Merseyside division of the Industrial Transport Association was told this last week by Mr. B. E. Whalley, of the National Coal Board.

He stated that distribution by road was a result of customer preference, and expressed the view that preservation of rail haulage was vital. The two forms of transport should be integrated. Railways should do the long hauls to central depots and road transport take over from there, he added.



This is the prototype Atkinson 6 x 6 gritting vehicle. Production models will have a second steering axle and twin 7-ton bodies mounted in tandem, and feeding dual spinners ahead of the rear bogie. The plate attached to the front of the chassis frame can carry straight or V-shaped snowplough blades.

Fighting Winter on the Motorway

TO keep the new London to Birmingham motorway clear for traffic in all weathers, the Ministry of Transport are developing gritting and snowplough vehicles which will be capable of performing at speeds of 30 m.p.h. and over.

Two types of chassis are being built: eight-wheelers able to carry 14 tons of gritting materials, and six-wheelers with a slightly lower payload capacity. All the vehicles will be fitted with specially designed spinner-distributor bodies, for use with grit or salt, produced by Atkinsons' Agricultural Appliances, Ltd., and will have front mounting brackets for straight or V-shaped snowplough blades.

The original Ministry requirement for the gritter chassis specified a 6 x 6 design. Both Atkinson Vehicles, Ltd., and Douglas Equipment, Ltd., set out to produce vehicles to this configuration. Atkinson's prototype was complete and had been tested successfully when it was decided to run the gritters at 24 tons gross weight. Therefore, they had to have four axles to conform to regulations.

Design Altered

Thus the original Atkinson 6 x 6 vehicle was extensively altered and converted to an 8 x 6 layout. Douglas have proceeded with their 6 x 6 design, attempting, by the use of a petrol engine and lighter components, to provide nearly the same payload as the eight-wheelers within a gross weight of 20 tons.

Atkinson's 8 x 6 chassis is novel in that only the front axle of the forward pair is driven, the propeller shaft passing over the second steering axle. It is thought that this is the first vehicle to have such a layout, which is also a feature of the chassis being produced by Scammell Lorries, Ltd.

The Atkinson is powered by an A.E.C. 11.3-litre engine developing 165 b.h.p. at 2,000 r.p.m. The drive is taken through an 18-in.-diameter single-dry-plate clutch to a Z.F. AK6/75 six-speed constant-mesh

g8

Three Manufacturers Producing Special Chassis for High-speed Gritting and Snowploughing on the New London - Birmingham Road

gearbox with an overdrive sixth ratio of 0.71 to 1. A power take-off on this unit drives the compressor for the vehicle's braking system, which is of direct-air-pressure type on the rear bogie and air-hydraulic on the front axles.

Coupled to the main gearbox is a Z.F. V.G. 500 auxiliary and transfer gearbox. This unit provides an additional low ratio of 1.85 to 1 for the main transmission in addition to straight-through 1 to 1 drive. It also incorporates a torque-splitting device to divide the drive between the front and rear axles. A power take-off from this box provides the drive for the conveyor belts fitted in the gritter body giving a power take-off speed proportional to road speed.

Open propeller shafts from the auxiliary gearbox drive the two 7-in.-centre overhead-worm rear axles and the spiral-bevel-drive double-reduction front axle. Single Trakgrip tyres are fitted all round, with 12.00-20 in. (14-ply) on the front wheels and 14.00-20 in. (22-ply) equipment at the rear.

Clearance has been left to allow the fitting of chains which will be provided but, it is hoped, not be found necessary. They can be expected to last for only 8-10 miles at speed.

Necessarily, the frame of the 16-ft.-7½-in. wheelbase chassis is robust to withstand ploughing loads and possible collisions with kerbs and similar obstacles when working. It is a conventional ladder-type structure with 13½-in.-deep side members in ¼-in.-thick material having 3-in.-wide flanges.

The balance-beam-type rear bogie is mounted on a sub-frame, as is the second steering axle. Hydraulic power assistance

is provided for the steering, and the steering servo and the grit-spinner motors are powered by separate engine-driven hydraulic pumps.

Following the same general configuration as the Atkinson, Scammell's 8 x 6 design is powered by the Leyland O.680 11.1-litre oil engine. This unit produces 160 b.h.p. at 2,000 r.p.m. and drives a Scammell six-speed constant-mesh gearbox through a 16½-in.-diameter clutch. The gearbox has an overdrive top ratio of 0.715 to 1 and incorporates at the rear a separate two-speed transfer gearbox. This unit splits the drive to the front and rear axles and provides either 1 to 1 drive or a reduction ratio.

Like the Atkinson, the forward driving axle is a double-reduction unit, whilst the two axles in the rear bogie, which is of walking-beam-type, have overhead-worm driving heads of 9-in. centres.

The vehicle has power-assisted steering and an air-pressure braking system. Again, Trakgrip tyres are fitted all round, but in this case 12.00-20 in. (14-ply) at the front and 14.00-20 in. (18-ply) at the rear.

The Scammell 8 x 6 has chassis-frame longitudinals 12 in. deep in ¾-in.-thick material with 3-in. flanges. At the forward ends they are reinforced to support the snowplough attachment frame. A theoretical top speed of over 40 m.p.h. should be reached by the 17-ft.-9-in.-wheelbase vehicle fully laden.

20 Tons Gross

The Douglas 6 x 6 chassis being built will operate at 20 tons gross weight. They are of 15-ft. wheelbase and have Rolls-Royce B.81 petrol engines developing 196 b.h.p. at 4,000 r.p.m. The primary gearbox is a Rolls-Royce four-speed automatic unit incorporating a fluid flywheel, and this unit is coupled to a 1.4 to 1-ratio single-speed auxiliary gearbox and a two-speed transfer box dividing the drive to the front and rear axles and providing additional transmission ratios of 1 to 1 and 3.89 to 1.

The steerable front axle (power steering is fitted) is a spiral-bevel unit, as are the two axles in the fully articulating rear bogie. Brakes are air-hydraulic at all wheels and 9.00-20 in. (14-ply) tyres are fitted all round.

Douglas are also manufacturing chassis to carry Rolba or AEB.1 rotary snowplough heads. These vehicles now have a 130 b.h.p. petrol engine as the prime mover and a 165 b.h.p. Rolls-Royce petrol engine to drive the ploughing head. The remainder of the chassis was fully described in *The Commercial Motor* on April 10, 1959.

As an adjunct to the gritting vehicles, the Ministry are to acquire two sweeper-collector trailers from abroad. These are Streicher and Faun machines which are towed by tipping lorries into which they discharge their sweepings.

Bonallack Dual-purpose Body for Spillers

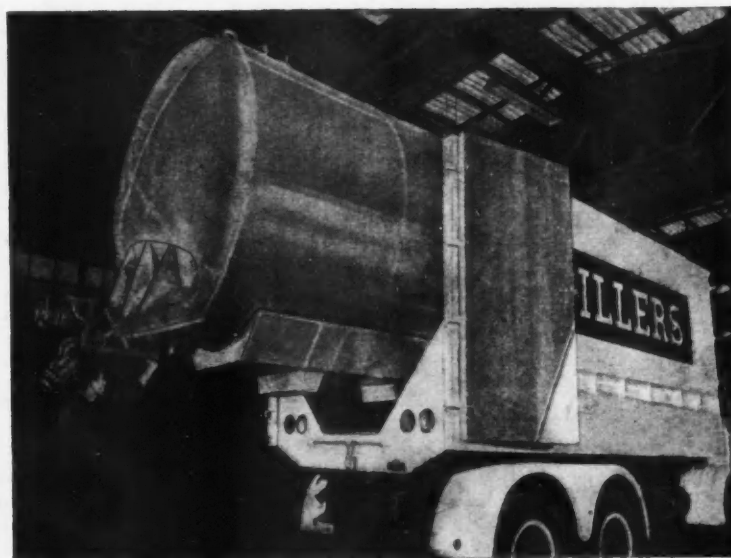
An Albion Reiver six-wheeled chassis forms the basis of this outfit built by Bonallack and Sons, Ltd., in light alloy. It has an outer body for the bulk transport of grain or to carry a container for bulk flour. The discharge pipe of the container can be seen.

A VEHICLE which can carry 9 tons of grain or about 6½ tons of flour, with the ability to discharge flour into overhead storage, has been built by Bonallack and Sons, Ltd., Basildon, for Spillers, Ltd. The chassis is an Albion Reiver with a wheelbase of 12 ft. 2 in.

It has a light-alloy tipping body inside which a container may be placed. The body is 15 ft. long, 7 ft. 6 in. wide and 7 ft. high internally. The container has a capacity of 462 cu. ft.

The outer body, which is for bulk-grain transport, has Edbro-B. and E. tipping gear for discharge by such means. Alternatively it can be emptied through two apertures in the floor.

Traps, operated by a rack-and-pinion



mechanism and controlled from the near-side, open and seal the floor-discharge outlets. Half-doors are provided at the rear of the body, with small folding flaps to give access to the blowing equipment when the container is being carried. Lashing hooks for the canvas cover are recessed into the sides of the body.

The blown-discharge container, also of aluminium, is mounted inside the tipping body on two elongated pyramidal feet. They recess into the discharge apertures in the floor, and are secured by four bottle-screw attachments. Flour discharge is by the Bonallack "tip-and-blow" method. A Wellworthy-Ricardo blower delivers 300 c.f.m. at 10 p.s.i.

Hose sections are carried in tubes

running beneath the interior panelling of the body. The blower controls, which include a hand throttle and blower-speed tachometer, are grouped externally at the rear of the drivers' cabin, adjacent to the tipping-gear control.

The gross unladen weight of the vehicle including the container, is 6 tons 19 cwt., of which the tipping body accounts for 1 ton 2 qr. and the container 9 cwt.

During pre-delivery trials, the vehicle discharged about 6½ tons of flour 40 ft. vertically and a further 40 ft. horizontally in 22 min., a rate equivalent to 19 tons per hour. This was achieved at a delivery pressure of 9 p.s.i. Discharge over 125 ft., which included 60 ft. vertical lift, was also accomplished.

This picture shows how the container is placed inside the outer body. A Wellworthy-Ricardo blower is driven from a power take-off, and the load can be discharged at 9 p.s.i. Hose sections are carried in tubes running beneath the interior panelling of the body.

Dodge Tractor Making Debut

A NEW 8-ft. 4-in. wheelbase forward-control tractor unit manufactured by Dodge Bros. (Britain), Ltd., makes its first appearance today on the company's stand at the Scottish Motor Show, Kelvin Hall, Glasgow. The vehicle shown has a Leyland O.375-cu.-in. direct-injection oil engine with outputs of 110 b.h.p. at 2,400 r.p.m. and 285 lb.-ft. torque at 2,400 r.p.m. Other engines available for the tractor are the Leyland O.350 and the Perkins R6.

On all models the drive passes through a 14-in.-diameter clutch with hydraulic release mechanism to a five-speed con-

stant-mesh gearbox. The rear axle is an Eaton 18,500 two-speed unit in which the ratios are selected electrically. The standard braking system for the vehicle has vacuum assistance, but the vehicle on show has the optional air-hydraulic equipment.

Tyres are 8.25-20 in. (12-ply) all round and a 35-gal. fuel tank is standard. The tractor is designed to carry a fifth-wheel coupling and can be used with semi-trailers up to 26 ft. It is rated for a gross combination weight of 19 tons and can therefore accommodate semi-trailers carrying a 12-ton payload.

A Clydesdale With Racehorse Breeding



Two Clydesdales of the old school inspect the latest Albion version. This picture was taken on the Stirling road during the braking and acceleration tests.

By
John F. Moon,
A.M.I.R.T.E.

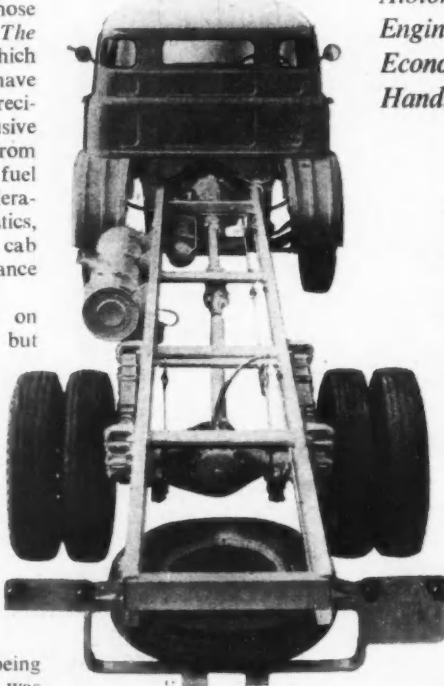
THE Albion Clydesdale 14-ton-gross four-wheeler is one of those rare vehicles submitted to *The Commercial Motor* for test which arouse no serious criticisms but have performance characteristics appreciably above average. An exclusive test of a representative chassis from this range showed outstanding fuel economy, good braking and acceleration, pleasant handling characteristics, a wide range of vision, easy cab access and reasonable maintenance accessibility.

Such features can be found on expensive "hand-built" chassis but although the Clydesdale is a quality product, its cost is not high, the basic chassis-plus-cab price for the 15-ft.-wheel-

The Albion CD.21 LW chassis has four tubular and three pressed-steel cross-members, bolting being used throughout the assembly. The frame behind the cab has flat-topped flanges.

base 8-ft.-wide model tested being £2,224. The Clydesdale range was introduced just before last year's Commercial Motor Show and is akin to the Chieftain 7-ton range introduced in July, 1958, in that it has the same cab, gearbox and rear-axle gearing.

The power unit is the Leyland O.375 oil engine, an engine used also in the Leyland equivalent of the Clydesdale—the Super Comet (*The Commercial Motor*, October 2, 1959). Other than with respect to the power unit and certain brake components, g10



Because the entrance step of the Albion cab is ahead of the front wheels, access to the driving seat is simple. The driving position is comfortable and all-round vision is good.

the Clydesdale is a genuine Albion design and the range totals 11 models.

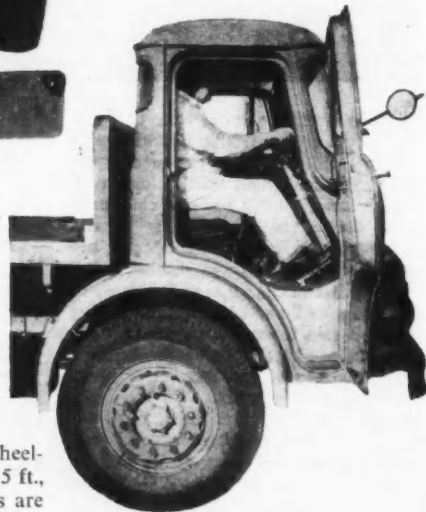
These consist of chassis with wheelbases of 10 ft., 12 ft., 13 ft. 6 in., 15 ft., and 17 ft. 6 in. All these chassis are

Albion 14-tonner With Leyland Engine Shows Good Fuel Economy, Performance and Handling Qualities: Easy Access to Comfortable Cab

available with overall widths of 7 ft. 6 in. or 8 ft.; this makes 10 models. The eleventh vehicle is an 8-ft.-wheelbase 7-ft. 6-in.-wide tractor chassis rated for a maximum gross train weight of 17 tons 18 cwt.

The load-carrying chassis are suitable for body lengths of 13 ft. (6½-cu.-yd. tipping body), 16 ft., 18 ft., 21 ft. and 23 ft. 9 in., respectively, and all the chassis give an unladen platform height of 4 ft. 1½ in.

The Leyland engine used in the





A 22-mile consumption run between Buchlyvie and Scotstoun was made at an average speed of 29.3 m.p.h., the consumption rate being 11.25 m.p.g. The Clydesdale is seen here climbing the Minister's Brae at Strathblane.

Clydesdale is governed at 2,200 r.p.m., at which speed the net power output is 105 b.h.p. Thus the engine differs from the version used in the Leyland chassis, which is governed to 2,400 r.p.m. and gives 110 net b.h.p. The torque outputs of both engines are the same—285 lb./ft. at 1,100 r.p.m.

A Borg and Beck 14-in.-diameter clutch with hydraulic actuation is employed and takes the power into an Albion five-speed gearbox, all the forward gears of which are in constant mesh. An optional fitting on this gearbox is a sixth overdrive with a ratio of 0.76 to 1, and this gear was fitted to the test chassis, giving the vehicle a maximum speed of just over 50 m.p.h. It undoubtedly contributed towards the remarkable time-load-mileage factor of 7,090 achieved on a 20-mile fuel consumption test.

Two-piece Shafts

The medium-wheelbase chassis such as the example tested have two-piece propeller shafts, whilst the short-wheelbase models have single shafts and the 17-ft. 6-in. wheelbase version a three-piece shaft. In all cases, the standard rear axle is the Albion double-reduction unit, which has spiral-bevel primary reduction action and 4 to 1 epicyclic reduction gearing in the hubs.

The standard overall reduction ratio is 7.428 to 1, but for special applications alternative ratios of 6.933 and 7.712 are available. This axle is similar to the unit employed in the lighter Chieftain, incorporating the same hub gearing but a heavier case.

Conventional semi-elliptic springs are fitted at both axles, all the springs being 4-ft. 6-in. long with 3-in.-wide leaves at the front springs and 3½-in.-wide leaves at the rear.

Helper springs are not necessary at the rear axle, for which reason they are not offered as optional equipment, but telescopic dampers can be supplied for the front axle, although, in the case of the test chassis, their need never became apparent.

Bolting is used throughout the assembly of the chassis frame, which has channel-section side members ⅝-in. thick. The maximum side-member depth is 9¼ in. and the flange width is 2½ in. The frame of the CD.21 LW model tested has four tubular and three channel-section cross members, including a front towing member. The short-wheelbase tipper chassis is fitted.

Air-operated brakes on the Clydesdale incorporate Clayton Dewandre equipment. Diaphragm operating chambers are used and the D1 valve is remotely mounted from the conventional brake pedal. Pedal reaction is provided by a coil spring, which gives a satisfactory amount of feel and requires a pedal pressure of 120 lb. to obtain a maximum line pressure of 110 p.s.i. Moulded linings are used at both axles and the hand-brake is a multi-pull unit.

The standard tyre equipment on the Clydesdale chassis is 10.00-20-in. (14-ply), but on 8-ft.-wide chassis only, 11.00-20-in. (12-

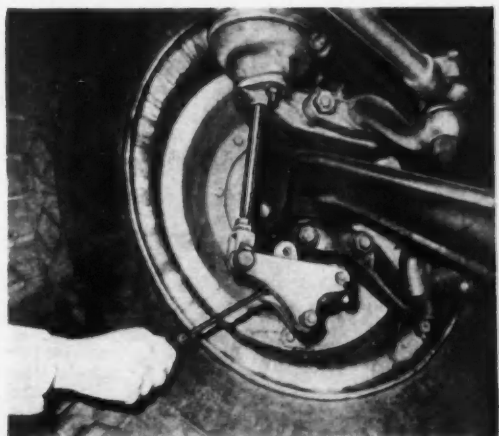
ply) tyre equipment may be specified at extra cost. This does not, however, raise the manufacturers' gross weight rating of 14 tons (14,225 kg.).

The well-known Albion-designed Motor Panels, all-steel cab, originally introduced on the Chieftain range, is employed on the Clydesdale also. For the heavy-chassis application, the cab is not altered except

in the case of 8-ft.-wide models which have extended wing valances. The Albion cab layout offers the advantage of easy access, the cab being set well forward in relation to the front axle so that it can incorporate step wells in front of the front wheels. The step is within 2½ ft. of ground level.

The kerb weight of the test vehicle was 4 tons 15¼ cwt., the body fitted being a 21 ft. by 7 ft. 6 in. platform built by R. Rogerson and Co., Ltd., Glasgow. The taxation weight of the CD.21 LW chassis and cab is 4 tons 1 cwt., leaving 9 tons 19 cwt. for body, fuel, water, spare wheel and tools. Thus with a lightweight aluminium body and no spare wheel, it would be possible to carry almost 9½ tons on this chassis, a payload even more feasible on the short-wheelbase models.

John Curry, of the Albion experimental department, was with me throughout the tests and with both of us aboard plus fuel-test tank, spare fuel, tools and so on the gross vehicle weight for the test was 14 tons 5½ cwt.,



The front brakes are adjusted by means of a quadrant, a 2-in. movement of the quadrant necessitating removal of the securing pin to the next hole in the quadrant.

ROAD TEST No. 672/M131—ALBION CLYDESDALE 9½-TONNER

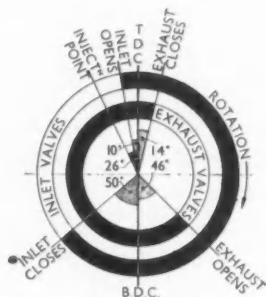
MODEL: Albion Clydesdale CD.21 LW 15-ft.-wheelbase forward-control goods chassis, with Leyland oil engine, standard all-steel cab and Rogerson 21-ft. platform body.

WEIGHTS:

| | Tons | cwt. | qr. |
|---------------------------|------|------|-----|
| Unladen (kerb weight) .. | 4 | 15 | 1 |
| Payload .. | 9 | 6 | 0 |
| Driver, observer, etc. .. | | 4 | 2 |
| | 14 | 5 | 3 |

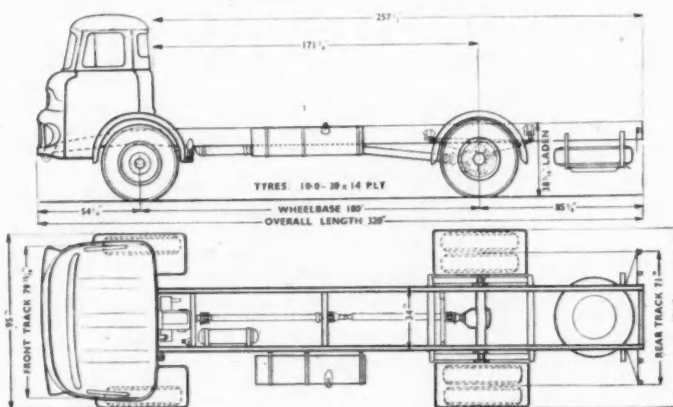
DISTRIBUTION:

| | | | |
|---------------|---|---|---|
| Front axle .. | 5 | 4 | 0 |
| Rear axle .. | 9 | 1 | 3 |



COMPRESSION RATIO 16:1
FIRING ORDER 1-5-3-6-2-4
VALVE CLEARANCES 0.020"

ENGINE: Leyland O.375 six-cylindrical direct-injection oil engine; bore 104 mm. (4.1 in.); stroke 120.7 mm. (4.75 in.); piston-swept volume 6.17 litres (377 cu. in.); maximum net output 105 b.h.p. at 2,200 r.p.m.; R.A.C. rating 40.5 h.p.; maximum net torque 285 lb.-ft. at 2,200 r.p.m.



TRANSMISSION: Through 14-in.-diameter single-dry-plate clutch to Albion six-speed constant-mesh gearbox, thence by two-piece propeller shaft to the fully floating spiral-bevel and epicyclic double-reduction rear axle.

GEAR RATIOS: 6.988, 4.308, 2.655, 1.605, 1 and 0.76 to 1 forward; reverse 6.343 to 1; rear axle ratio 7.428 to 1.

BRAKES: Clayton Dewandre Bendix Westinghouse air-pressure system with S-cam-operated leading-and-trailing-shoe units at all wheels. Multi-pull hand brake linked mechanically to rear wheels only. Diameter of drums 15.5 in.; width of linings, front 4.5 in., rear 7 in.; total frictional area 624 sq. in., that is, 43.7 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section with four tubular and three channel-section cross-members bolted in position.

STEERING: Marles cam and double roller.

SUSPENSION: Semi-elliptic springs.

ELECTRICAL: 24v. compensated-voltage-control system with 67-amp.-hr. battery.

FUEL CONSUMPTION: 14.75 m.p.g. at 33.6 m.p.h. average speed, that is 211 gross ton-m.p.g. as tested, giving a time-load-mileage factor of 7,090.

TANK CAPACITY: 37 gal., range approximately 540 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 15.5 sec.; 0-30 m.p.h., 37.5 sec.; 0-40 m.p.h., 66.5 sec.; direct drive, 10-20 m.p.h., 14.5 sec.; 10-30 m.p.h., 34.5 sec.

BRAKING: From 20 m.p.h., 25.5 ft. (16.9 ft. per sec. per sec.); from 30 m.p.h., 57 ft. (17.1 ft. per sec. per sec.).

WEIGHT RATIO: 0.368 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 9 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 57 ft. right lock, 58 ft. left lock.

MAKERS: Albion Motors, Ltd., Scotstoun, Glasgow.

the rear axle loading being slightly over 9 tons.

The Clydesdale was taken out to Buchlyvie for the start of a fuel-consumption run. The course chosen was 10 miles long in each direction, half of this distance being over hilly, narrow roads and the remainder fairly level.

The maximum speed was kept down to 35 m.p.h. except on down grades, when the speedometer needle climbed to 40 m.p.h. or so, and the outward run was made at an average speed of 34.9 m.p.h., the consumption rate being 16 m.p.g.—a remarkable figure.

After conducting braking and acceleration tests, the vehicle was returned to Buchlyvie at an average speed of 32.8 m.p.h., the consumption rate being 13.75 m.p.g.

The overall performance figures resulting from this 20-mile test—14.75 m.p.g. at 33.6 m.p.h. average speed—give outstanding gross ton-m.p.g. and time-load-mileage factors. They show the Clydesdale to be one of the most economical chassis of its type in the world, and indicate the advantage to be gained from the use of the overdrive-top gearbox.

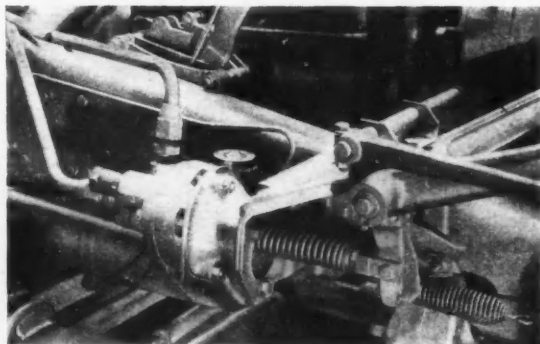
Locking of the off-side rear wheels

occurred when making full-pressure stops from 20 m.p.h. and 30 m.p.h., despite which good retardation figures were obtained. Comparison of the average stopping distances indicated by the marker gun and the maximum retardation rates shown by the Tapley meter revealed a difference of between 10-15 per cent., which would be caused by a slight delay in the air-pressure system.

For the acceleration tests from a standstill up to 40 m.p.h., bottom gear was not employed to move away from rest. Fourth gear was held up to 25 m.p.h. and fifth up to 38 m.p.h. and, although the acceleration fell off sharply on changing into the overdrive ratio, the rate in the intermediate ratios was shown to be good.

Also good were

The brake-operating valve is mounted remotely from the pedal and reaction is provided by an external coil spring. A pedal pressure of 120 lb. is required for full line pressure.



fast as it would go to see what sort of an average speed could be set up under difficult conditions, and what effect such a driving technique would have on the fuel-consumption rate.

The journey was completed at the somewhat remarkable average speed of 29.3 m.p.h.—remarkable because the last five or six miles were through densely populated areas and the road included such climbs as the Minister's Brae at Strathblane, a hill requiring the use of second gear for several minutes.

Measurement of the fuel used showed the consumption rate to be 11.25 m.p.g., a result which still gives a gross-ton-m.p.g. figure and a time-load-mileage figure of 161 and 4,737 respectively. Undoubtedly the Clydesdale is a glutton for punishment and reacts kindly to the harshest of treatment—a workhorse in the old tradition.

Hill-climbing tests were carried out on both sides of the Clyde. A short incline of 1 in 5 severity—Murrayfield Drive—was chosen for the stop-start test. The multi-pull hand brake held the vehicle safely both when facing up the incline and down it, and entirely satisfactory bottom-gear and reverse re-starts were made. Slight hazing was observed at the exhaust outlet during these re-starts.

1.3-mile Climb

The Renfrew ferry was made use of when crossing into Paisley, the charge for a vehicle of this size being 1s. 6d., and the Clydesdale was taken through Paisley out to Gleniffer Braes, a 1.3-mile-long climb with an average severity of 1 in 13 and steep sections of up to 1 in 8.

The ascent was made in an ambient temperature of 59° F., and before commencing the climb, the radiator coolant and rear-axle oil temperatures were recorded, these being 162° F. and 112° F. respectively.

The test lasted 7 min. 50 sec., showing unusual agility for a vehicle of this weight on such a hill, and second gear was used on three occasions for a total time of 2 min. 25 sec., third gear sufficing for most of the rest of the climb. The minimum speed when using second gear was 7 m.p.h.

Checks at the top of the hill showed the engine-coolant temperature to have risen by only 15° F., whilst the temperature of the rear-axle oil had risen by only 6° F. These small rises indicate the efficiency of the engine cooling system and one of the advantages of a double-reduction axle.

To test for brake-fade resistance, the Clydesdale was coasted down the hill in neutral, using the foot brake to restrict the maximum speed to

20 m.p.h. Unfortunately, because of the uneven road surface, I found it difficult to keep my right foot still on the brake pedal and the resulting "dither" caused the air reservoir to exhaust at a faster rate than the compressor (which was rotating slowly because the engine was idling) could recharge it.

Thus when I made a crash stop at the end of this test, the maximum available air pressure was only 50 p.s.i., with the result that the Tapley meter reading was 30 per cent., a drop of 37.5 per cent. compared with the figures obtained on the previous day under normal conditions.

However, by running the engine and driving farther along the road, I was able to make a second stop 1½ min. later with full air pressure, and this produced a Tapley meter reading of 50 per cent. Thus it can safely be assumed that the reduction in braking efficiency evidenced by the first stop after the descent owed little to genuine brake fade, and under normal conditions when descending a hill with a gear engaged, brake fade should not be experienced.

I thoroughly enjoyed driving the Clydesdale, it being a pleasant vehicle to handle. The gearbox is a delight to use and the engine gives a lively performance, making it easy to keep up a high average speed under difficult road conditions.

I felt that the steering castor action was a little too strong, this being noticed mostly at low speeds, but nevertheless tending to make it hard work to take sharp corners quickly when travelling "all out." I am given to understand that the castor angle is to be modified.

When driving at 50 m.p.h. and above, excessive propeller shaft vibration was apparent and this is another trouble Albion experimental engineers have in hand to cure. It may be effected by the use of a three-piece propeller shaft.

The brakes have a good "feel" about them and may be relied upon to do their job properly under all conditions. A somewhat annoying characteristic was the tendency to "grunt" when braking in reverse.

The cab provides a high degree of driver and passenger comfort and the range of visibility is good. Ventilation is entirely adequate and excessive engine noise does not filter through the insulated cowl. I cannot claim to be enamoured of the adjustment arrangement for the driving seat: this provides a wide range of adjustment but is rather difficult to actuate. The ride in the cab is entirely comfortable despite the absence of front axle suspension dampers.

Front-brake Adjustment

So far as maintenance is concerned, the Clydesdale for the most part follows its stable mate, the Leyland Super Comet, the maintenance of which was dealt with in the road test report published on October 2, 1959. The main differences lie in the method of front-brake adjustment and the position of the spare-wheel carrier.

The front brakes have an adjusting quadrant and the method of adjustment is to push this quadrant downwards and measure the distance travelled by the operating rod. When this movement becomes 2 in. the pin securing the brake-operating lever to the quadrant is removed and inserted in the next hole in the quadrant.

This arrangement does not give the same adjustment sensitivity as is provided by the worm-type adjusters used on the rear brakes, but the procedure is quite simple and the layout has the advantage that it is less complicated.

The spare-wheel carrier is mounted nearer the end of the frame than it is on the Super Comet. Thus, manhandling in and out of the carrier is simplified, although replacement of the wheel would be a two-man job.

One Hears—

Of a schoolboy enthusiast who has almost booked an order for six Guy six-wheelers.

That he has acquired the instinct from his grandfather.

Of a warm welcome for Col. Arthur Jerrett at the launching of the Wulfrunian.

That if the new bus is as successful as the colonel's chrysanthemums, Guy shareholders will be rubbing their hands.

That the hard shoulders of M1 will need some more padding if they are to withstand the weight of laden eight-wheelers.

That motorway lighting will have to come.

Of the usual scramble for hotel accommodation in Glasgow.

That B.E.A. may benefit by the shortage of beds.

That, for all its faults, the British procedure for increasing bus fares could be worse.

Will the naming of vehicles after the inhabitants of the home town become fashionable?

If so, a Thornycroft Basingstokian should put an end to it.

That, after a six-year battle, Calcutta Tramways Co. have succeeded in raising fares by 1d.



An A.E.C. Mercury, employed on long-distance services, seen traversing the cobbled dockside road in Aberdeen. The company work round the clock.

By a Special Correspondent

Alexander's of Aberdeen Put SERVICE First

IN Aberdeen the name of Charles Alexander is synonymous with road haulage, for it is from the granite city that, starting with a half share in a lorry in 1926, he built up a transport organization extending to all parts of England and Scotland.

Before the war the business grew up gradually, mainly by the purchase of vehicles from year to year, and by 1939 60 lorries were on the road. After a period of consolidation, war-time demands resulted in further expansion and Mr. Alexander made his first block purchase in 1941, when he took over 20 vehicles operated by Fraser's Road Transport Services, Ltd., Aberdeen, which were mainly concerned with fish transport.

A further 21 vehicles were added to the fleet in June, 1943, when Davidson's Road Transport, Aberdeen, was acquired. This was followed by the absorption of three more local hauliers: Watt and Davidson; A. and G. Wood; and J. S. Wilson. When in March, 1949, Mr. Alexander's business was taken over by British Road Services, the fleet consisted of 121 vehicles.

This proved to be only a temporary suspension of the Alexander road transport activities and, in 1955, he returned to haulage with renewed zest and his company, Charles Alexander and Partners (Transport), Ltd., which was formed in 1954, acquired the B.R.S. units based at Old Ford Road

Progressive and Expanding Operators Stave off Rate-cutters: Numerous Businesses Acquired and Comprehensive Facilities Offered

and Rodgers Walk, Aberdeen, and at Peterhead and Fraserburgh. The Old Ford Road unit included a number of his pre-nationalization fleet.

In August, 1955, the assets of the Peterhead and Fraserburgh group, including approximately 68 vehicles and 13 trailers, were sold to Sutherland's of Peterhead (Road Hauliers), Ltd., in which company Mr. Alexander

acquired 50 per cent. of the shares and became chairman.

The expansion of Charles Alexander and Partners continued and depots were opened at Elgin and Macduff to serve the Highlands, and at Glasgow, Leith, Liverpool, Manchester and London. Operating more than 120 vehicles, the concern offer nightly trunk services to Manchester, Liverpool, Bolton and Sheffield, an important traffic being fish from the northern Scottish ports and Aberdeen.

There are also overnight services to Dundee, Glasgow, Leith, Elgin and Inverness, plus regular services to London and the south of England. Collection and delivery north of Inverness is effected by inter-working with Johnston and Mackenzie, Inverness.

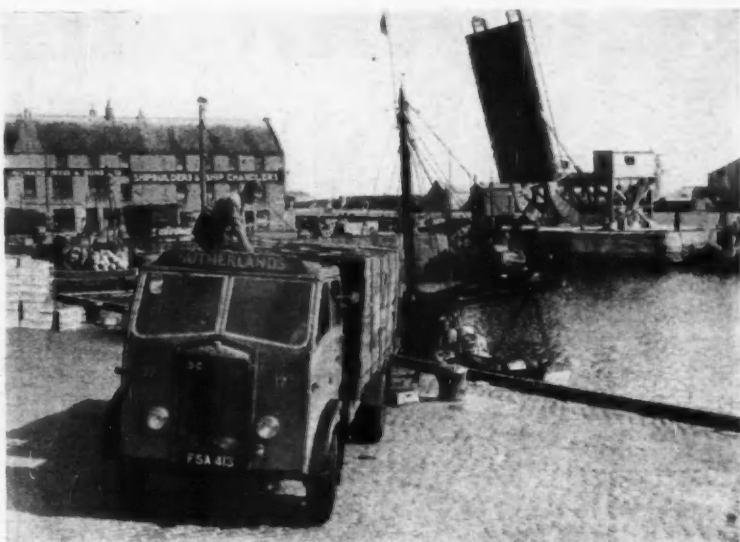


Dundee Express Deliveries, Ltd., were taken over in November, 1958. This Austin van is seen making an early morning delivery in Nethergate, Dundee. D.E.D. have 29 vehicles.

Mr. Alexander became chairman of Sutherland's of Peterhead (Road Hauliers), Ltd., four years ago. This picture shows one of the company's Albions loading at the dockside at Peterhead.

An associated company, James Paterson and Co. (Motor Hirers), Ltd., with 31 vehicles, handles local traffic in Aberdeen.

On the vehicle side, company policy is towards complete articulation for work north of Glasgow and Edinburgh, and more than 50 articulated tractors, with interchangeable semi-trailers, are already in operation in this area. The remainder of the fleet consists mainly of eight-wheelers and includes a number of three-deck livestock vehicles and contract tankers. Standardization on A.E.C., Leyland and Commer makes is in progress as



(Left) This Albion articulated outfit of Sutherland's is engaged upon long-distance work, and is shown here leaving the Aberdeen premises of Alexander's after refuelling.



refrigerated containers have been put to their use by Allan and Dey, Ltd., one of the largest fish merchants in Aberdeen, as cold storage for part of their stocks while alterations were made to their own plant.

The head office at Old Ford Road is undergoing complete rebuilding. The operational part of the premises is in process of being remodelled to deal with the handling of containers and to give separate entrance and outlet for the vehicles.

The old offices on the site have been demolished and will be replaced by a new three-storey building with all modern conveniences. During the alterations, Mr. Alexander and his staff are being accommodated in

being most suited to the general needs of the organization.

A new depot and workshop covering 75,000 sq. ft. has been erected on the Rodgers Walk site and all the company's maintenance—including conversions, major overhauls, platform and bodybuilding—is carried out there. What were formerly the stables occupied by Wördie and Co. in the days before nationalization, have been converted into a two-storey warehouse where storage is undertaken for customers.

It has been found, however, that with the introduction of faster services and more modern vehicles, manufacturers are sending smaller quantities to wholesalers, resulting in less demand for bulk storage and a great deal more part-load traffic requiring speedy and efficient service.

A big development over the past three years has been the building of

insulated and refrigerated containers at Rodgers Walk to meet the demand for better carrying conditions for perishable foodstuffs. More than 20 of these, built in two sizes, are now in operation.

An unusual purpose to which the



The John Rhind undertaking was absorbed last year. This Leyland of the re-titled company is being loaded with hides at the works of the Aberdeen Hide Co.



An Albion articulated outfit of Alexander's making an early delivery in Aberdeen. The company are greatly exploiting the use of such vehicles.

temporary wooden offices which have been erected in the main building.

Charles Alexander and Partners work on a 24-hour basis, and they employ part-time female clerks to cover evening work and a male contingent for night duties.

The business acumen of Mr. Alexander is best illustrated by the steady growth and co-ordination of the transport companies of which he is chairman. In June, 1958, in conjunction with Mr. John Rhind, he formed a new company, John Rhind Transport, Ltd., and acquired the assets of John Rhind (Haulage Contractors), Ltd., including 40 vehicles and a fine depot at South Anderson Drive, Aberdeen, capable of housing the whole Rhind fleet and with a storage capacity of up to 8,000 tons.

The premises were originally intended as an ice rink, but had not been completed at the outbreak of war and were later damaged by bombing. Since the formation of the com-

pany under the chairmanship of Mr. Alexander, modern workshops have been erected at the rear of the depot and maintenance for the Rhind fleet was transferred there from older premises some miles away in the town. More than half of the fleet comprises modern eight-wheelers of Leyland and A.E.C. make, and trunk services are operated nightly between Aberdeen and Glasgow.

John Rhind Transport, Ltd., acquired the shares of Alex Taylor of Glasgow, Ltd., which company operates a filling station at Kennedy Street, Glasgow. New offices and vehicle accommodation have now been built to enable the station to be used as a depot for the Rhind fleet and the vehicles of Dundee Express Deliveries, Ltd., whose shares were taken over in November, 1958.

The aim of this latest acquisition is to give Dundee customers a better service. The fleet consists of 29 vehicles, of which six are furniture vans, and

the remainder is engaged in parcels and smalls traffic locally and to Glasgow. A process of standardization and modernization with B.M.C. vehicles has already begun, and the company have acquired a 1½-acre site in Bellfield Street, Dundee, on which a modern depot and warehouse is being erected.

It will include a furniture depository as well as general warehouse facilities. Originally a family business operated by Mr. R. H. Barnett, who started in 1931 with one Austin van, with the assistance of his three brothers, Dundee Express absorbed a number of other small concerns over the years and built up an excellent parcels service.

The whole of the Alexander group is working to capacity and there is substantial sub-contracting, both between the various companies and to outside hauliers. Although Mr. Alexander agrees that rates have decreased somewhat since 1952 and costs risen, the general and continuing increase in efficiency has offset these trends.

Service is more important than rates, in his view, and his own experience is that a fair rate is still obtainable for top service. Customers lost to rate-cutters have in many cases returned within a short time. Standardization and modernization go forward progressively, and it is probable that further notable developments will take place in the near future.

Work Study Proves Its Value in Transport

WORK study was universally applicable and experience suggested that it was well worth employing in most industries. Mr. J. Crosland Taylor, general manager of Crosville Motor Services, Ltd., told the Institute of Transport's North Western Section last week.

For his approach to be acceptable to the staff the individual selected needed to be mature. In considering whether employers should select one of their own staff for training as a work study officer, or whether a man should be brought in from outside, regard had to be paid to the size of the business.

A substantial company or group could well select its own man, because it would be possible to offer him continuous employment on work of this nature. Recent operation of the system in the Crosville establishment had resulted in

new and advantageous methods being adopted.

Although there would always be a percentage of people who were dishonest, the object of the bus inspectors' work was to help the crews, and not to catch them out. Prior training for inspector's work was of the prime importance.

When making such appointments, Crosville first placed the selected individual in the grade of acting inspector, so that it was possible for him to be relegated if he did not prove fully competent. This arrangement was useful in avoiding the risk of newly promoted men causing friction by being over-zealous.

A survey of past practice suggested that with the old Bell Punch system there were 84 ways of either the conductor or the passenger defrauding the operator. No ticket system yet invented was com-

pletely efficient and even with modern methods operators knew of possible evasions. The goal of one machine per conductor would eliminate most of such troubles, but only at the cost of substantially increased capital outlay.

Operators employing buses with 70 or more seats on urban routes, where passengers were frequently boarding and alighting, faced some difficult problems. On certain Crosville routes it had been practicable for additional conductors to issue tickets before departure to passengers boarding buses at various terminal points.

Answering questions on the choice of tyres for use on coaches engaged on high-speed services on motorways, Mr. Crosland Taylor said he thought that equipment with steel-cord plies was to be preferred.

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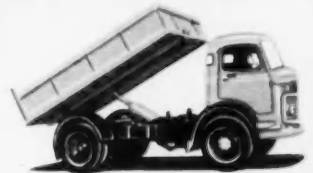
Famed among operators the world over for their outstanding economy, reliability and longevity, Commer and Karrier vehicles cater for every transport need. Commer trucks for loads up to 12 tons are engineered for arduous duty at minimum operating cost, while Karrier vehicles have earned wide acclaim in specialized municipal and industrial fields both at home and overseas.

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Commer 7 ton Tipper



Commer 1/2 ton Pick-up



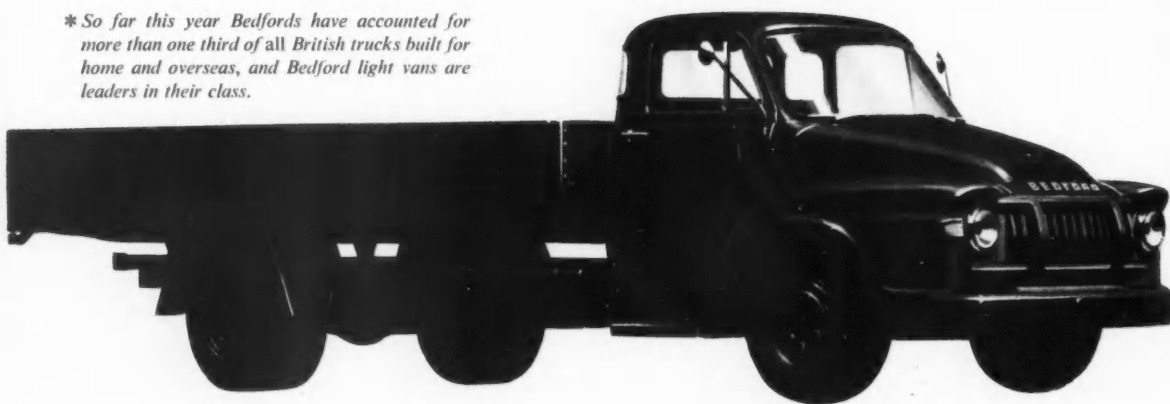
Commer 3-4 ton Dropside



Karrier 'Bantam' 2-3 tonner

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Normal Control — 25 & 35 cwt, 3 & 4 ton Range

(3 ton Lorry illustrated)

Gross Laden Weights range from 5,000 lb. to 15,000 lb.

Engine options: PETROL 6-cyl. 214 cu. in. (3519 c.c.)

DIESEL 4-cyl. 200 cu. in. (3285 c.c.)

Wheelbases: 119 in. to 161 in.

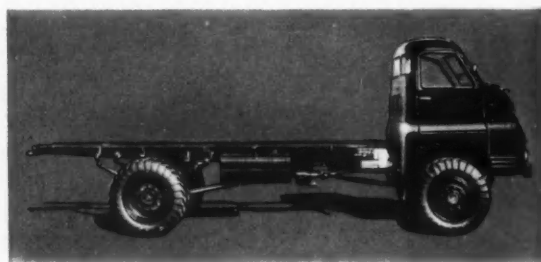


Light Delivery Models

10/12 cwt. and 15 cwt.

Wheelbases: 90 in. and 102 in.

Engine: PETROL 4-cyl. 92 cu. in. (1508 c.c.)



Cross Country 4 x 4 Chassis

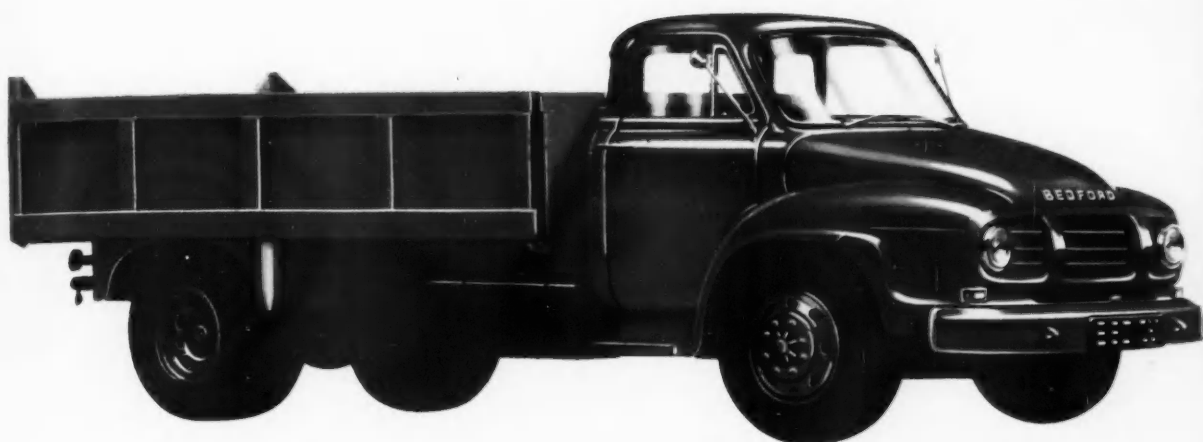
For Gross Vehicle Weights of 18,000 lb.

and 21,600 lb.

4-wheel-drive

Engine: PETROL 6-cyl. 300 cu. in. (4927 c.c.)

Better range - better built - b



Normal Control—5, 6, 7 & 8 ton Range

(7 ton Tipper illustrated)

Gross Laden or Train Weights range from 18,000 lb. to 27,000 lb.

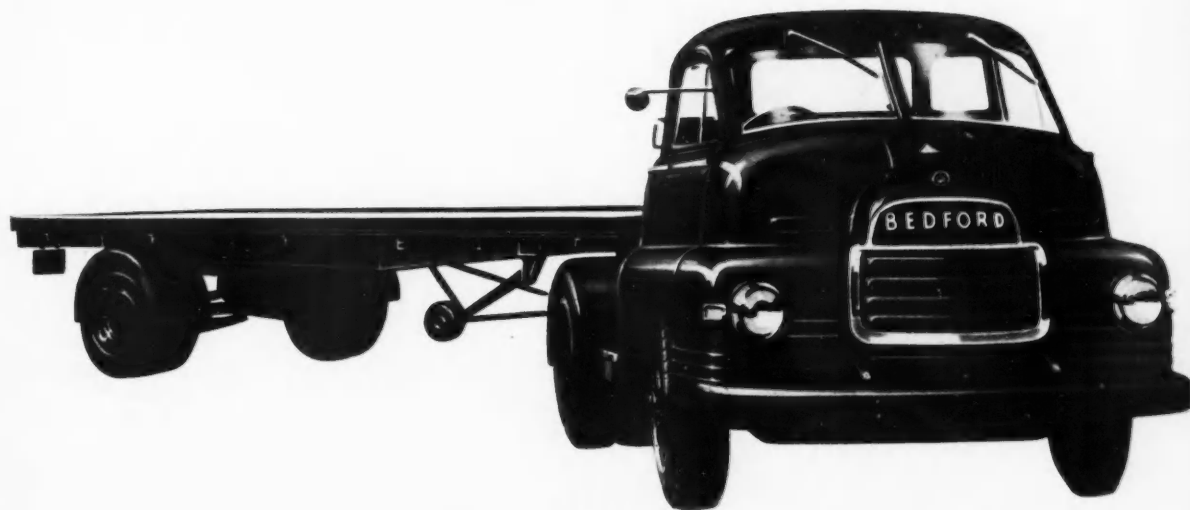
Engine options: PETROL 6-cyl. 214 cu. in. (3519 c.c.)

6-cyl. 300 cu. in. (4927 c.c.)

DIESEL 6-cyl. 300 cu. in. (4927 c.c.)

Wheelbases: TRUCKS—120 in. to 179 in.

TRACTORS—120 in.



Forward Control—4, 5, 6, 7, 8, 10 & 12 ton Range

(10 ton Tractor illustrated)

Gross Laden or Train Weights ranging from 15,800 lb. to 38,500 lb.

Engine options: PETROL 6-cyl. 214 cu. in. (3519 c.c.)

6-cyl. 300 cu. in. (4927 c.c.)

DIESEL 6-cyl. 300 cu. in. (4927 c.c.)

6-cyl. 350 cu. in. (5760 c.c.)

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TRACTORS—86 in.

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AND GETS THE ORDER

The Hoveringham Gravel Company put tippers from six leading commercial vehicle manufacturers through exhaustive tests under identical conditions over a period of six months. Careful records were made of their performances — breakdowns and loss of time (if any), largest tonnage carried, ease of handling and fuel consumption. After comparing the results, the Company ordered 12 Foden tippers with fibre-glass cabs. Hoveringham now have 73 Foden vehicles.

SEE THE NEW FODENS ON STAND No. 117
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As can be judged from this picture, the new cab offered on Austin and Morris forward-control vehicles is a significant forward step in design.



Many Features to Enhance Safety, Comfort and Utility Devised for 2-4-ton Chassis

Latest B.M.C. Models Study the Driver

ANNOUNCED simultaneously last Tuesday by Morris Commercial Cars, Ltd., and the Austin Motor Co., Ltd., and on view for the first time at the Scottish Motor Show, which opens today in Glasgow, is a new B.M.C. forward-control range of 2-, 3-, and 4-ton lorries offering exceptional facilities for delivery work.

There is a new cab on all models and 16-in.-diameter wheels on the two smaller chassis. The new vehicles, which are known as the 200, 304 and 404 models, replace the existing forward-control Austin and Morris vehicles of these payload capacities, whilst the current normal-control models remain unchanged. Identical vehicles, with the exception of the radiator-grille design, are offered by the two manufacturers.

The most outstanding feature of the range is the highly functional F.G. forward-control cab designed by Morris and fitted to all three models. It provides easy access to both the driver's and the passenger's seat, and extremely good all-round vision. To simplify entry, the cab doors have been fitted at an angle on the rear quarters so that the door opening is behind the front wheels.

Wide Step

The cab floor is level with the top of the front tyres, and a wide, rubber-surfaced step is fitted mid-way between the ground and the floor of the cab. Flush-fitting handles are incorporated in the doors, and grab rails are provided on the forward door pillars.

With this arrangement, the rear-hinged doors fold back against the headboard of the standard body, which is slightly angled to permit a wide opening and equipped with rubber buffers. When the doors are open, they protrude less than 2 in. outside the overall width of the vehicle.

When the doors are closed, the driver has first-class vision for manoeuvring in reverse as he can look back through the closed, upwards-sliding door-window to

get the same effect as is obtained by leaning out of the window of a normal cab. Additional vision to the rear is provided by a large flat glass screen in the centre of the cab back panel.

In the design of the all-steel cab, forward vision has also received much consideration and is outstanding by current standards. The deep one-piece windscreen is well wrapped-around at the quarters to the thin side pillars, which do not form the usual blind spots. Between each pillar and the leading edge of the door frame is a fixed, triangular quarter panel and a rectangular light which can be swivelled forward to act as an air scoop.

From the driver's seat of a 3-tonner with 16-in.-diameter tyres it was found that a 6-ft. man could see the ground up to 8 ft. from the front bumper on the centre line of the vehicle.

To augment this view, toughened-glass panels are fitted below the normal windscreen at each of the front quarters. The panel on the driver's side is partially obscured by the box-section member which forms the windscreen sill, but the screens are useful for accurate location of the lorry when parking, and to spot children or other small objects close to the front of the vehicle. If required, they can be replaced by steel plates or by ventilator units.

The cab, which is mounted on resilient rubber cones at four points, is comprehensively equipped. The driver's seat is adjustable vertically and longitudinally, whilst the passenger's seat is fixed. Instruments are directly in front of the driver in a dash panel, hooded to prevent reflection on the windscreen.

Two ventilation flaps are provided in the cab front panel, a large section of which, including the radiator grille, can be detached for access to the radiator after releasing two Dzus fasteners. The engine covers are undersprayed with insulating material to reduce heat and noise within the cab, whilst another contribution to silence is made by the

location of the Air-Maze intake air cleaner in a box under the passenger's seat.

The engine is farther forward in relation to the cab than in the previous Austin and Morris models. This brings the gearbox forward and allows a short, straight gear lever to be used in place of the long cranked control previously fitted to this gearbox on forward-control models.

Apart from the cab, the other major innovation for the new range is the use of 7.50-16 in. 8-ply tyres on the 3-ton model in place of 20-in. diameter equipment. They provide a loading height of 3 ft. 1½ in. for the laden vehicle when fitted with a standard body. The 2-tonner is equipped with 16-in. diameter tyres as before, whilst the 404 model has 7.00-20 10-ply tyres.

The 2-tonner has a 9-ft. 1-in. wheelbase providing a normal interior body length of 10 ft. 5 in. The 3- and 4-tonners are both of 12-ft. 1-in. wheelbase carrying 14-ft. 3-in.-long bodies. All three vehicles use the established B.M.C. 3.4-litre, four-cylindered oil engine developing 68 b.h.p. at 2,600 r.p.m. and 154 lb.-ft. torque, or the six-cylindered 4-litre petrol unit with outputs of 90 b.h.p. at 3,000 r.p.m. and 203 lb.-ft. torque at 1,000 r.p.m.

Four Speeds

With either engine a four-speed constant-mesh gearbox is fitted driven with an 11-in. diameter clutch. The gearbox has ratios of 6.061, 3.473, 1.746 and 1 to 1 in the forward gears and 6.051 to 1 in reverse. All models have new, more robust, fully floating spiral-bevel rear axles.

One final-drive ratio of 4.585 to 1 is offered with the 2-tonner. The 3-tonner is supplied with a standard ratio of 4.585 to 1, or with an alternative ratio of 5.714 to 1. The standard reduction on the 4-tonner is 5.86 to 1 with alternatives of 6.67 to 1 and 4.71 to 1 for the petrol-engined version only.

Chassis frames are conventional, with slight upsweep over the rear axle. Suspension is by semi-elliptic springs assisted by hydraulic dampers at the front axle. Cam and double-roller steering gear with a ratio of 18 to 1 actuated by an 18-in. diameter steering wheel is common to all models.

On the 3-tonner, which has 12-in. diameter brake drums (because of the use of 16-in. wheels), a vacuum servo has been added to the Lockheed braking system. The linings at the front are 2½ in. wide and 3 in. wide at the rear, giving a total braking area of 220 sq. in.

This vehicle has been road tested by *The Commercial Motor*: the report will be published in next week's issue. The brakes were found to be effective and highly resistant to fade.



Scotland's Industrial Capital has Already Taken Some Steps Towards Combating Traffic Congestion

DRASTIC action is being taken to meet the menace of traffic congestion which threatens Glasgow, but it is unlikely that any real improvement can be made until trams are removed from the city centre. Good progress has already been made with the tram-conversion programme, but the central thoroughfares of Argyle Street, Hall Street, Renfield Street, Sauchiehall Street and Union Street remain to be tackled.

The abandonment of trams by Glasgow Transport Department last year passed the stage at which the number of motorbuses owned was greater than the total of trams. In 1958, mileage covered by the motorbuses, at 29.5m., exceeded the trams' mileage by nearly 6m. The provision of vehicles and their garaging, as well as the training of drivers, presents numerous difficulties, but it is nevertheless expected that the six-stage plan approved in January last year for scrapping the trams will be finished according to schedule.

Serious difficulties occur during

12

peak hours at the four main bridges that cross the Clyde. These are all within half a mile of each other, and vehicles using them must proceed through the centre of the city.

Fully Justified

Much contention has been aroused by the parking ban which applies to 94 streets in the central square mile. Parking is allowed only in specified places, and in certain streets where unilateral waiting is permitted for periods of 30 min. in any one hour. In October, 1958, the restriction came into force and while it is still not wholly popular, there is no doubt that a great easing in the movement of the traffic has been achieved. The chief constable of Glasgow has reported that the ban has been fully justified and generally successful, although it cannot be regarded as the full answer to the city's traffic problem.

He recognizes that whilst the observance of the regulations must cause inconvenience, their object is to constrain those drivers who have no

pressing reason to enter the central area in their own vehicles to use public transport.

Commercial operators acknowledge that the new parking ban has eased the difficulties of collecting and delivering goods, but whilst there has been an improvement in the main streets, there has been an increase in the number of vehicles left in the minor thoroughfares, so creating a fresh problem. In spite of the ban, congestion still occurs around the bridges and the chief inter-



sections in the city centre, and much of this is undoubtedly caused by the trams.

Mr. E. R. L. Fitzpayne, general manager of the department, told me that the parking restrictions had enabled services to be improved but not to the extent that schedules could be speeded up or the number of vehicles required at peak hours reduced. Broadly, the effect has been to eliminate delays in the morning peak, during which vehicles used to be held up for 15 min. Delays in the evening peak used to extend from 15-60 min., depending upon the day and weather, but are now between 10-20 min.

Before the ban came into force, operating staff had demanded additional running times because of the peak-hour delays. In his 1958 report, Mr. Fitzpayne observed that whilst this pressure was hard to resist, longer running times would do little to improve the position. They would, in effect, increase the number of vehicles in the congested sections of route. The cure was the reservation of the

Glasgow's Trams

Says Ashley Taylor, A.M.I.R.T.E.

The difficulties which result from the tram-way system in Glasgow can be seen clearly from these illustrations. (Left) A bird's eye view of Hope Street at Central Station corner. (Below) Ancient and modern trams in Union Street. Whatever their age, however, they are tied to their rails and cause endless congestion.

ams

Hold Up Progress

main streets for moving traffic, with perhaps some measure of priority for the movement of public transport vehicles.

The flow of traffic will undoubtedly be better in three or four years with the opening of the Whiteinch Tunnel under the Clyde, for this will lessen the pressure upon a number of arteries. At first, one tunnel will be provided, and this is expected to be ready in 1962. It is expected that plans for a second tunnel should be approved next year and that this route will be avail-



(Above) Heavy morning traffic on the Broomielaw. (Below) Loading and unloading, and the widest possible variety of traffic, causes considerable congestion in the Fruit Market area.



lem, but this may be because of this very success that has attended the city's efforts to keep traffic moving.

Nevertheless, more effort might well be made by the trading community to improve the handling of goods. Consignees in the city centre could often help if they refrained from demanding deliveries at peak hours. Under the current parking ban, some latitude is given to commercial vehicles and although this is appreciated by operators, greater help from traders would be of value.

Passenger services would derive great benefit from a comprehensive scheme of staggered hours, and whilst this would probably meet many difficulties to begin with, the spreading of the load on the public transport system would be of great advantage to all road users.

able by 1964. The idea will be to have one tunnel for northbound traffic and the other for southbound.

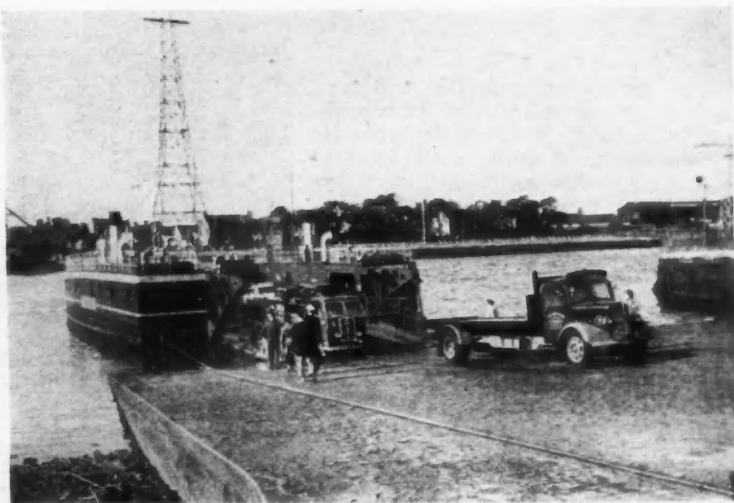
The two tunnels will probably cost about £9m. Each, including bridges, will be over 1,000 yd. long and will have 22-ft. carriageways, a 7-ft. cycle track and a 4-ft. footpath. Work on the pilot tunnel began last year and excavation of the main shaft was started two months ago.

Glasgow Corporation and the Clyde Navigation Trust have been discussing possible sites for a new bridge. Early this year, the corporation put forward a plan for a bridge by Carnoustie Street, whilst the Trust suggested a bridge at West Street. Further proposals included a suggestion that sections of the Glasgow arm of the Forth-Clyde canal should be filled in and used as foundations for future roadways.

This scheme has been discussed by the corporation and the British Transport Commission. Filling in parts of

the canal would form a site which might be used as the first section of an east-west through road between Alexandra Parade and the Great Western Road.

A casual visitor to Glasgow might sometimes think that the traffic congestion in the city is no major prob-



The crossing of Glasgow's waterways is a major problem, and the Renfrew Ferry carries heavy traffic in both directions.



Four men loading a Commer at Stornoway with fish. The vehicle belongs to the Lewis Transport Co. Fish is tipped out of the basket into drums.

In a Remote Part of Britain, Providers of Goods and Passenger Services Have Much the Same Troubles as Those Anywhere Else: Fear of Monopoly by MacBrayne

By G. Duncan
Jewell

LOCAL OPERATORS CAN

TRANSPORT in the Hebrides has always been fascinating. Until comparatively recent times there were no proper highways and, in the early days, with such roads as there were infested by highwaymen and cut-throats, transport was mainly by water, the perils of the sea being considered lesser hazards.

Steamer services were introduced to the Islands by the Burns family, of Glasgow, in the early 19th century and were later taken over by a relation, David MacBrayne, and David Hutcheson, chief clerk of the Burns Line. David MacBrayne, Ltd., have served the Islands ever since with their ships but have had to meet the growing challenge of road, rail and air. The development of road transport over the past 40 years severely hit the cargo trade, and the company's once busy steamer routes to mainland ports north of Kyle of Lochalsh, and to Crinan, Ballachulish, Kinlochleven, and Ardnamurchan, were discontinued some years ago.

To meet this situation it has become necessary to reduce ports of call on the Islands and to complete the conveyance of both passengers and cargo by island transport. Goods and passenger road services are operated on Skye, Islay and North and South Uist.

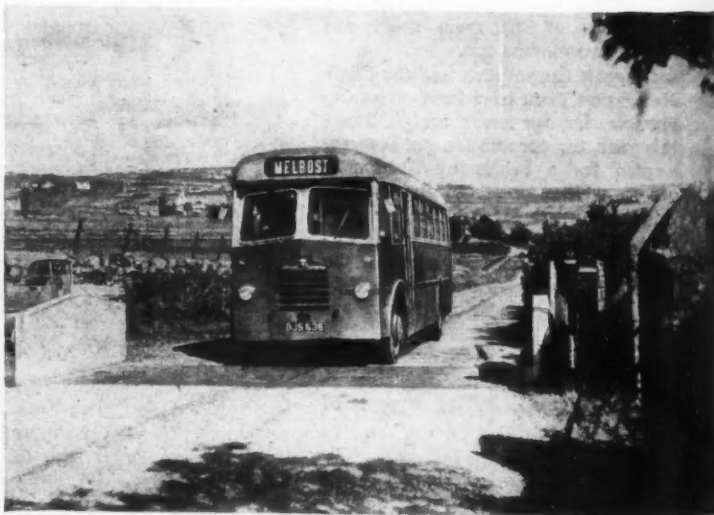
When I visited the Islands to survey the problems facing smaller hauliers and passenger operators in this part of the Scottish Traffic Area, many of those I met spoke of their fear that the expansion of MacBrayne's road transport would lead to the "squeezing out" of the small man and a virtual monopoly.

The outer islands are self-contained as regards road transport, and are served from outside by plane and steamer, but Skye has direct contacts with the mainland via the vehicle ferries. Here the independents have gained in strength during the past 10 years

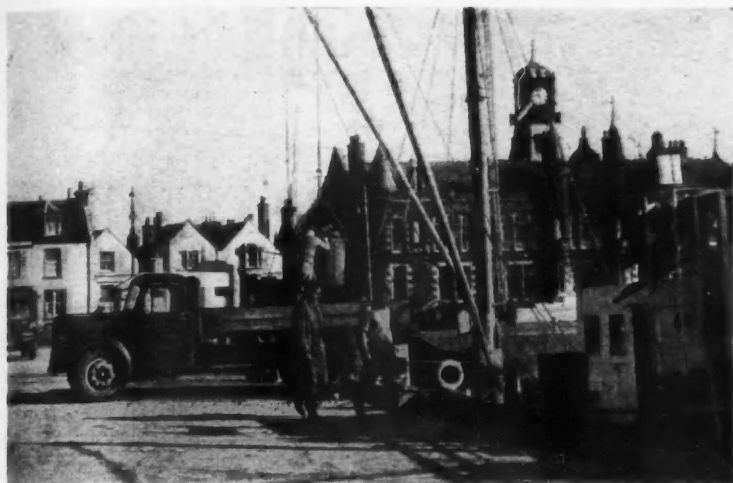
at the same time as MacBrayne's have been expanding their own road services. Insularity on the part of individual operators, coupled with their suspicion of a "big brother" attitude on the part of the company, has led to a lack of co-operation and mistrust on both sides as steamer traffic steadily declined.

These views were expressed by the majority of the operators I interviewed, and typical of these was Mr. Angus Stewart, of Uig in north-western Skye, who operates cattle carriers, flats, and tippers. He was outspoken in his opposition to the extension of MacBrayne's road haulage, and feared that it was the intention of the British Transport Commission, through their associated companies, to monopolize all forms of transport in the Islands.

In support of these views he quoted priority given to MacBrayne vehicles on the Kyleakin to Kyle of Lochalsh ferry, operated by the B.T.C.-owned Caledonian Steam Packet Co., Ltd., when carrying goods to railhead at Kyle. Free-enterprise vehicles carrying similar goods, he alleged, were made to take their place in the vehicle queue, and



This Bedford of Messrs. Mitchell's, Stornoway, is just about to cross one of the cattle grids placed on the roads out of the town. The view is looking towards Laxdale.



Although the importance of sea transport has declined, the Islands still rely upon it for their coal supplies. Here a Bedford of Messrs. Duncan MacIver is seen being loaded with coal at Stornoway. The Borough Chambers, with clock-tower, are in the background.

port within Skye includes whisky and barley for the Talisker distillery to and from rail-head at Kyle of Lochalsh. C-licensed vehicles are used in connection with his coal business, and for sand and gravel which he merchants. Originally the operator of three local bus services, Mr. MacRae is now reduced to a daily service between Portnalong and Portree, which is operated with a 29-seat Austin converted into a 24-seater to allow extra luggage space. So far as bus operation is concerned, it is wholly uneconomic and would willingly be given up or disposed of.

By the nature of things it is impossible to specialize, and most operators turn their hands to a variety of work. Messrs. A. Sutherland and Sons, Broadford, probably the largest independents on Skye, lay claim to serving the community from the cradle to the grave. Apart from goods and passenger operation over nearly 40 years, they are also funeral furnishers, and Mr. Alistair Sutherland says that on more than one occasion babies have been delivered in their buses.

Nine goods vehicles, of Commer and Bedford make, are in service, including flats, tippers, and three-tier cattle containers.

Passenger operations carried on by Sutherland's and their associated companies are quite extensive, including a weekly express service from Portree to Glasgow operated by Skye Cars with 33-seat Bedfords from May to September, travelling down Friday and returning on Saturday.

Sutherland's are also Rootes Group distributors throughout the Hebrides. As coal merchants they supply Broadford and Kyleakin schools in addition to private customers, and, on the undertaking side, complete funeral furnishing is provided. Maintenance, painting and general repairs are centralized at Broadford. The company's policy is to change coaches every three to four years, but for economic reasons used vehicles are purchased as returns do not

(Continued on page 490)

SERVE BEST

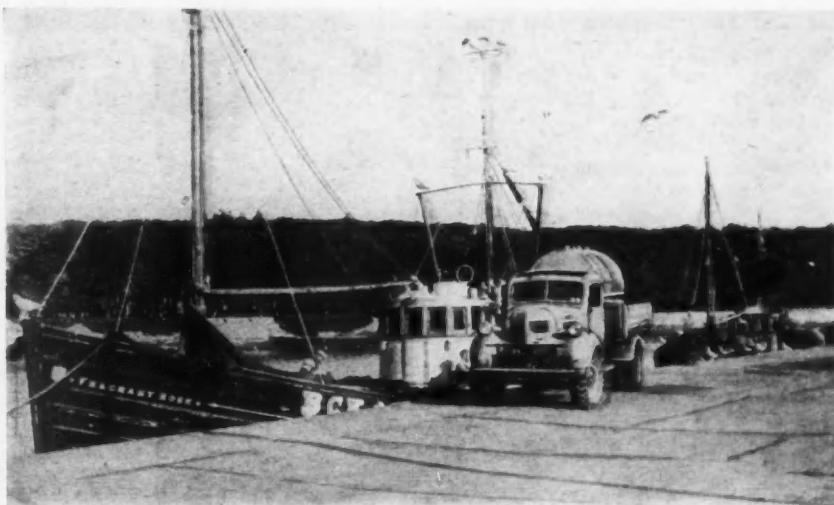
cited a case where one of his own vehicles, carrying lambs consigned to Inverness by rail from Kyle, was delayed for five hours and missed the train connection. The lambs had to be conveyed to their destination by road. This he regards as unfair competition, as MacBrayne's are enabled to offer much quicker delivery. Another source of complaint is the ferry charges, which at peak periods for cattle cost him £80-£90 per month.

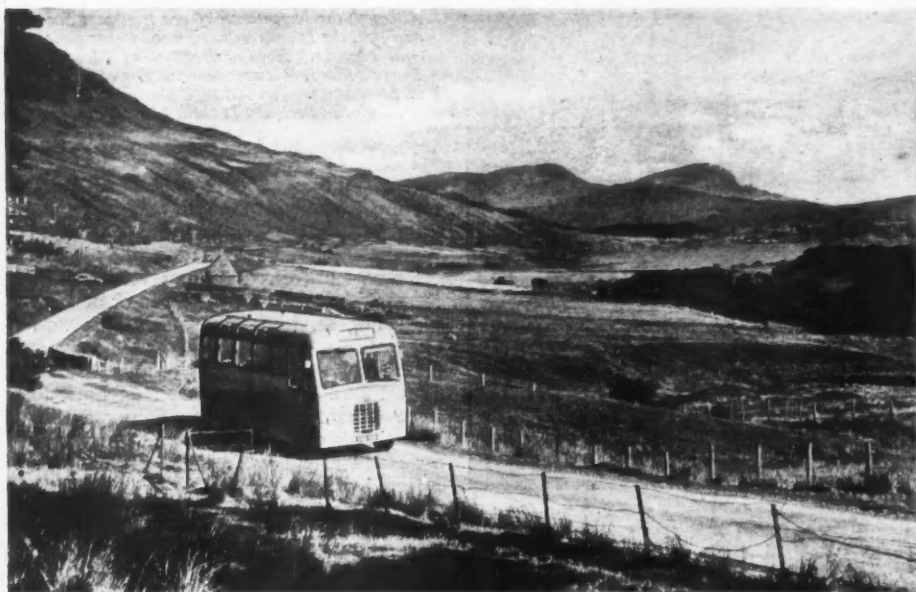
Mr. Stewart's vehicles also carry diatomite from the island to Glasgow, returning with building materials for the Scottish Department of Agriculture, and hay from Stirling. Livestock is an all-the-year-round job, but is busiest at sales times during June and November. There is plenty of work available, in his experience, and many people on the mainland have sought his services to carry goods to Skye. Difficulties have arisen because the vehicles are on B licence with insufficiently wide conditions.

Heavy vehicles are unsuitable for work on Skye because of the narrow roads, but Mr. Stewart was loud in his praise of Albion oilers, which have covered up to 140,000 miles without a major breakdown, and have an exceptionally good steering lock for negotiating awkward bends and other hazards.

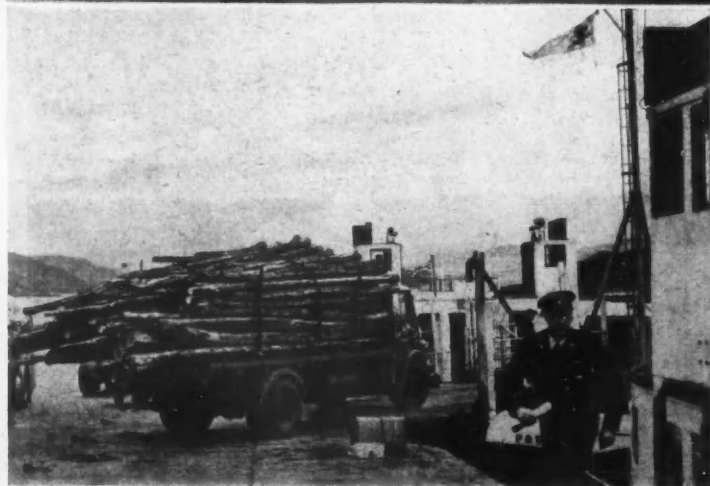
Mr. Ewen MacRae, of Portree, also supported Mr. Stewart's criticisms of the B.T.C. He operates both goods and passenger vehicles, but haulage is the main business. With five vehicles he engages in the carriage of livestock to Inverness, Dingwall, and the Black Isle. General trans-

In contrast to the picture at the top of the page, the process seen in this picture is of a boat receiving fuel from a vehicle. K. McLennan and Co., Ltd., Stornoway, are Esso agents, and employ a Dodge tanker to deliver oil.



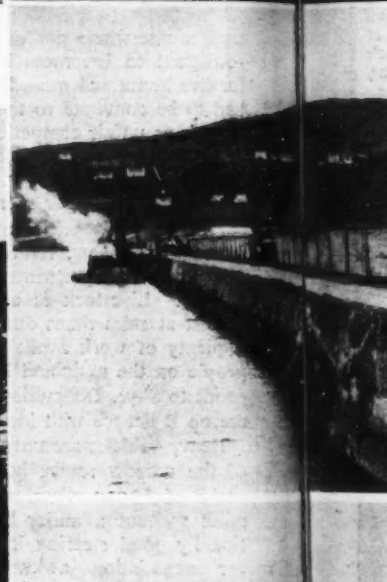


(Above) With scenery like this, how can a tours operator go wrong? For the stage-carriage companies, however, the position is more difficult. This Bedford bus of MacBrayne's runs from Portree to Kyleakin and is seen on the road to Broadford—not, apparently, a populous area yielding high fares revenue.



(Above) This Albion cattle truck of Messrs. R. Steele, Carbost, has just come off the Kyleakin ferry. The ruin is Castle Moye, built by a Norse princess, Saucy Mary, to exact tolls from passing boats. The ferry service is run by the British Transport Commission.

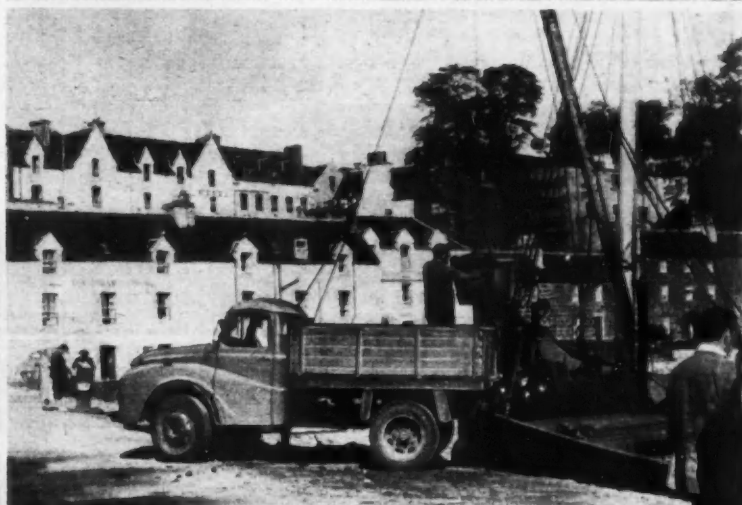
(Left) An Albion laden with timber driving on to the Kyleakin ferryboat. The vehicle belongs to Messrs. E. MacRae, Crossal, who also run buses but wish to dispose of them. Their other business interests are in coal and sand and gravel.



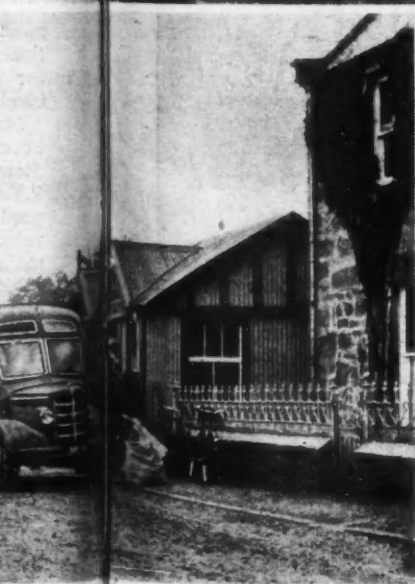
(Left) An Austin bus of Messrs. E. Ma' Rae, Glenbrittle, arriving in the square at Portree. Passenger operators are being hit hard by the increasing use of private transport.

(Right) This Bedford coach is one of two owned by Mr. J. Lockhart, Portree, and is seen on the road to Skeabost at Drumnice.

(Below) Mr. Angus Stewart, Uig, one of whose Morris lorries is seen here with a load of coal collected from a ship at Uig pier, is an outspoken critic of the extension of State-owned transport.



(Above) An Austin tipper of West End Garage, Portree, being loaded with coal from a ship in Portree harbour. Because of highway robbers, sea transport at one time played the major role in maintaining supplies to and around the Islands.



(Above) Seen near Skeabost Lodge, Skye, this Bedford of Skye Cars, Broadford, is on a tour to Dunvegan. The condition of the road can be judged. Bad surfaces add to the difficulties that operators meet. Drivers from the mainland do not often choose to return—it's too dangerous. (Left) This Bedford single-decker of Elgol Bus Services is seen collecting mail at Broadford post office.

justify heavy expenditure on new stock. With goods vehicles, different considerations apply. The difficult conditions and all-the-year round operation make new vehicles a necessity for replacements.

Another colourful character I met in Portree was Mr. J. Stormont, the proprietor of Messrs. Stormont and Maclean, West End Garage, Portree. An ex-ship's engineer, he also spent 14 years in the Calcutta jute mills, and has his own ideas about transport. He considers Skye to be 100 years behind the times in this connection and has himself inaugurated a direct road service for agricultural fertilizers and feeding stuffs from Glasgow.

When the steamer was in operation, goods were delivered to the quayside and transported to customers in Portree, Sligachon, and Armadale by local hauliers, but on the issue of their licence MacBrayne's found it was so worded as to allow direct delivery to customers by their own vehicles instead of into store, as was the intention. The result was that this traffic was lost to independents, who protested to the Licensing Authority, and a second inquiry was held at Portree at which MacBrayne's sought to regularize the position.

The company's attitude was that it had appeared to them from the wording of the licence that the Authority

had decided that it was in the public interest that the goods should be delivered direct, and they had accordingly started to do so. As by steamer the goods had been delivered only to the quay

(Left) This Bedford single-decker of Messrs. Nicolson's Bus Service, Borne, operates between Portree and Glen-dale via Dunvegan. Drivers need to have an intimate knowledge of road conditions.



(Right) A Morris platform lorry of Mac Fisheries being loaded with fish on the quayside at Stornoway.

Mr. J. Lockhart who owns two of Skye's four A-licensed vehicles, said that since MacBrayne's had started to use their own vehicles, work he had formerly done for the company, from Portree to Dunvegan, had been cut in half. He had plenty of tipper work for the county council and was considering changing his one flat vehicle to a tipper and concentrating on this work. Mr. Lockhart, who has been in haulage since 1930, also operates two Bedford coaches on island tours and private parties to the mainland.

One recent cause of ill-feeling between the independents and MacBrayne's was the withdrawal of a steamer service between Kyle of Lochalsh and Portree, and the substitution of road vehicles. Twenty-eight local hauliers objected to the company's application for B licences at Inverness, but withdrew after an undertaking had been given that the new vehicles would not interfere with the services of any licensed operator on Skye.

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and an extra charge was made for delivery to the customer, but by road vehicle there was no extra charge, there was strong support for the MacBrayne application. Although censuring the company for breaking their undertaking, Mr. Alex Robertson, Scottish Deputy Licensing Authority, granted their application.

The outer islands have their own problems, but Mr. Robertson thinks that haulage facilities are on the whole adequate. He visits them at least once a year. Operators based in Lewis, North and South Uist and Harris, would find it difficult and expensive to attend inquiries on the mainland, and for this reason a fortnight is set aside each year to cover this area.

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Goods from a Bedford lorry of Messrs. Mitchell's, of Lewis, being transferred into a single-decker of similar make for delivery on the bus route. Note the rear doors of the passenger vehicle.

The most important operators on Lewis are probably Messrs. Mitchell's Transport and Parcel Service, who have 25 public service vehicles, all of Bedford make, of which about two-thirds are oilers. They are used on stage and express services throughout Stornoway and the rural districts of Lewis and Harris. Private-hire work includes taking people to football matches, church services and on sight-seeing tours.

Because of the bad state of the island roads, wear and tear is a major problem and economic difficulties are enhanced by the fact that the villages on the Islands are far apart and sparsely populated. Here, too, the large increase in private cars has had its effect and it is becoming increasingly difficult to maintain services.

The first bus ever to arrive on Lewis was brought by Mitchell's in 1933, and between then and 1950 their services developed and prospered fairly well. Since then, in common with other rural operators, they have found it impossible to make ends meet, the one bright spot being Stornoway town services. Although the population of the island as a whole is decreasing, in Stornoway there has been an increase. One method of adding to receipts—delivery and collection of parcels on all the company's bus routes—has proved successful.

On Harris the main operator is Mr. T. E. Cameron, whose headquarters are at the Harris Hotel Garage, Tarbert. Starting in haulage in 1914, the family business came under the control of its present owner after the first World War, when he purchased two Ford Model-T trucks and a Chevrolet 14-seat bus, adding two Morris 30-cwt. trucks in 1926. Mr. Cameron was away from the island between 1928 and 1944, and the business was allowed to run down. Since then work has again increased and the present fleet consists of two Thames 5-tonners, an Austin and a Bedford of similar size.

The goods vehicles are used on general haulage, including peat, livestock, and the delivery of MacBrayne's goods to South Harris ports. The greatest difficulty is with undercutting, Mr. Cameron told me.

Two mechanics are employed full time on maintenance, as it has been found that drivers are not interested in mechanical

work even when otherwise idle. The foreman-mechanic checks each vehicle every month and orders the required spares. Bedford spares are easy to obtain as Mitchell's Garage in Stornoway have good stocks.

At Lochboisdale, in South Uist, Alginite Industries (Scotland), Ltd., provide work for the island hauliers to and from their factories, where seaweed is milled and dried, and water shipped to their chemical factories on the mainland for processing into a chemical known as alginates.

The amount of transport required remains, on the whole, static, although some years are busier than others. If anything, Mr. C. A. Cameron, the manager, thinks it will increase, especially when the North Ford Causeway linking North and South Uist is completed next summer. Although the carriage of seaweed is a rough job, as it entails loading on the beaches and driving up makeshift tracks and over heavy ground to get back on the roads, it provides steady and lucrative work.

Roads throughout the Islands are still little wider than the former rough tracks, and although the majority of the main highways are now well-surfaced, they remain narrow and difficult for heavy vehicles. Mainland hauliers who send drivers to the Isle of Skye for the first time often face difficulties in persuading them to make further trips, for without an intimate knowledge of lay-bys and danger spots on roads where it is often impossible for two heavy vehicles to pass, it may be necessary to reverse long distances, and the slightest error of judgment can result in becoming ditched or overturning.

The conclusions which I reached were that the successful operation of road transport in the Islands requires local knowledge, and, both from the point of view of efficiency and economics, should be left in the hands of local operators. Also that the present state of relations between MacBrayne's, whose services are essential to the welfare of the Hebrides, and the independents is not in the public interest. Both sides should be more co-operative.



There cannot be many service bays with such splendid surrounding scenery as this one used by Messrs. A. Stewart, Uig. The vehicle is a Morris.

Countrymen's Fares Met Out of Townsmen's Pockets



A Leyland double-decker leaving the company's depot at Cumnock, near Ayr. Vehicles of this make predominate in the Western S.M.T. fleet, and are mainly PD2 and PD3 models. Standardization is difficult because of differing topographical features in the company's operating area.

By Tom Walkerley

AT first glance, the bottom left-hand corner of Scotland might not commend itself to the bus operator. It is a large area, extending from Greenock in the north to Hadrian's Wall (about 120 miles), and from Stranraer in the west to Moffat (70 miles). It is largely remote and agricultural in character and it is by no means heavily populated.

Yet the bare, rolling hills, supporting the sheep-rearing community and the rich, coastal acres supplying much of Glasgow's milk and much grain besides, are not the only traffic catchment areas. If they were, it is unlikely that the rural inhabitants would enjoy a service at all.

South-west Scotland is fortunately studded with towns of appreciable size. Many of them are suburbs of Glasgow; others, such as Greenock, Paisley, Dumfries and Kilmarnock, are agricultural, industrial or tourist centres having a thriving existence of their own. It is bus operation in these towns that makes possible an adequate service in the remoter, rural districts.

Western S.M.T. Co., Ltd., with headquarters at Kilmarnock, are the major operators in the area. The fleet numbers nearly 1,100 vehicles, the annual mileage is about 45m. and some 220m. passengers were carried in 1958. More fortunate than some operators in other parts of the country, 71 per cent. of the stage-carriage mileage worked by the company (39m.) is profitable.

The present company grew out of the Midland Bus Co., which was formed by Mr. J. C. Sword in 1920 to operate services between Glasgow and Airdrie, Paisley and Kilmarnock. Midland also worked express coaches to London and Lancashire as long ago as 1928; today, these

How Western S.M.T. Have Improved Their Services in an Area That is Largely Rural in Character, But Fortunately Studded with Towns of Appreciable Size

services are carrying 200,000 passengers a year. In 1932, Midland and Scottish General Transport, with their subsidiaries, Greenock Motor Services and Rothesay Tramways, merged to form Western S.M.T. At the same time, the corporation services of Kilmarnock and Ayr were absorbed by the new company.

After the uncomfortable and attenuated working of the war years, the business of W. R. Dunlop, Greenock, was taken over in 1945. Three years later, the British Transport Commission acquired the interests of the company and Western S.M.T. became part of the Commission-owned Scottish Bus Group. Dunlop's, Greenock Motor Services and Rothesay Tramways were wound up and merged in 1949, and in the same year, the Caledonian Bus Co. joined Western S.M.T. Young's Bus Service and Paisley and District Omnibus Co. followed a year later.

In the years that have followed nationalization, services



These buses are in Kilmarnock collecting schoolchildren. Tours, hiring and contracts account for more than 2m. miles of running and the carriage of nearly 4m. passengers a year.



An "inspector's eye view" of the bus station at Ayr, a town in which the operations of the municipality were absorbed 27 years ago. A similar merger took place in Kilmarnock.

the Western S.M.T. area of operations is the low bridge, which occurs only too often on urban and rural roads.

The greater part of the fleet consists of double-deckers, of which 124 are high-bridge and 681 are low-bridge types. Seating capacities range from 53 to 67. There are 327 Leyland (mostly P.D.2 and P.D.3), 154 Guy Arab, 118 Bristol and a number of A.E.C., Daimler and Albion.

Of the single-deckers, numbering 290, 115 are service buses, seating between 33 and 44 passengers, and 110 are dual-purpose vehicles of the same capacity. There are also 65 luxury coaches, all bodied by Alexander, of Falkirk, with seating for 30 and 41. Single-decker chassis manufacturers

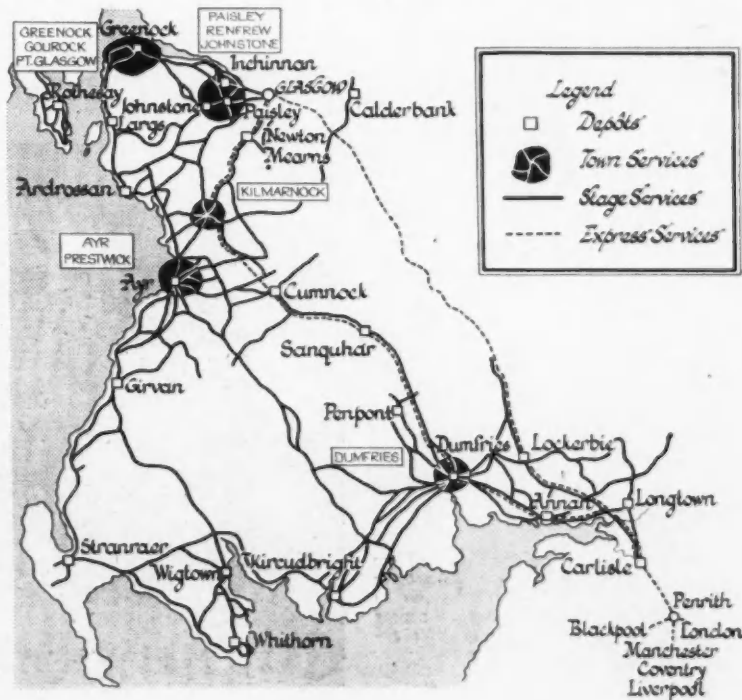
and fleets have been painstakingly tailored to the varying requirements of the area. Western S.M.T. provide town services for five localities. These are (1) Greenock, Gourock and Port Glasgow; (2) Paisley, Renfrew and Johnstone; (3) Kilmarnock; (4) Dumfries and (5) Ayr and Prestwick. Each of these centres can be regarded as the hub of an individual operation. They are worked from depots at Greenock, Paisley, Johnstone, Kilmarnock, Dumfries and Ayr.

In addition, all the large centres of population are linked by frequent services. In the summer months the coastal road from Greenock southwards to Stranraer assumes great importance. It is dotted with popular holiday resorts and the traffic is heavy. Inland, the Glasgow-Kilmarnock-Dumfries road is a busy one, and so is its extension through Annan to Carlisle. Few of the cross-country services, linking outlying villages with the market towns, can be regarded as sound commercial propositions, but they are essential and, as such, every effort is made to retain them.

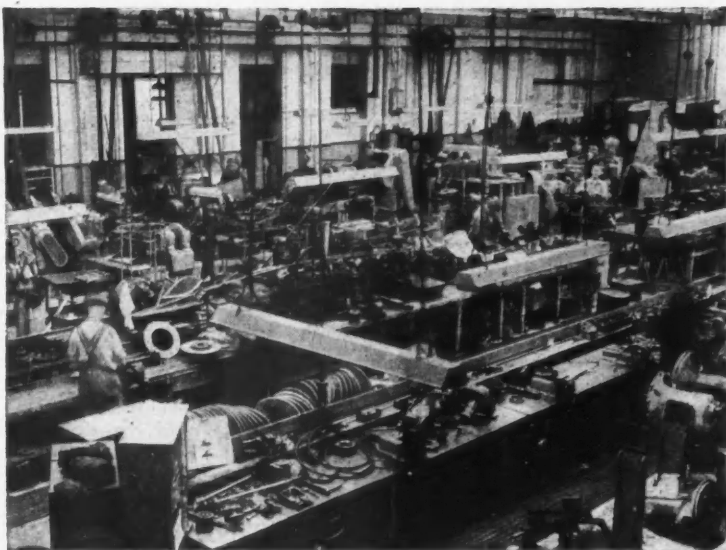
Over so large an area, with so many differing topographical features, it is impossible to standardize a fleet. Some of the town routes are very hilly (as in Gourock, Greenock and Port Glasgow); there are numerous services catering for mining districts and there is a large bus-hire business. Perhaps the only feature common to

include Guy (96), Leyland (93), A.E.C. (24), Bristol (60), Maudslay (12) and Albion (5).

Western S.M.T. operate 131 stage-carriage and five express routes from their 23 depots. In addition, day and extended tours, hire work and contracts account for more than 2m. miles a year, and carry nearly 4m. passengers. In general, peaks occur four times a day at the customary business hours and, perhaps surprisingly, between 9.30 p.m. and 10.30 p.m. Shift working in the mining areas creates peak hours peculiar to the industry: they are 5.30 a.m. to



This map shows the disposition of the 23 depots of Western S.M.T. and their network of town, stage and express services. The company's headquarters are in Kilmarnock.



An impressive shot of the main machine shop in the company's Kilmarnock maintenance and repair centre. Vehicles are docked at 200,000 and 300,000 miles.

7 a.m., 1.30 p.m. to 3.30 p.m., and 9.30 p.m. to 10.30 p.m. Western S.M.T. use, on the average, 911 vehicles at the peaks and 566 during the off-peak periods.

Overall control of the policy of the company is exercised by the chairman of the Scottish Bus Group, Mr. James Amos, from Edinburgh. Executive control is the prerogative of the general manager, Mr. William L. Sword, a son of the founder of the original Midland Bus Co. He is assisted by Mr. F. J. Campbell, chief engineer, and Mr. J. M. Harper, traffic manager.

Each depot has a district traffic superintendent, who is required to accept a satisfying degree of responsibility for the day-to-day running of operations. Duties of the superintendents include the compiling of duty schedules, discipline of uniformed staff, the making of recommendations as to provision or curtailment of services and maintenance of legal requirements.

Superintendents stand in relation to the general manager much as captains on detachment to a commanding office. There are periodic conferences at which the traffic manager acts as chairman and the minutes of their meetings are submitted to the general manager.

At the larger bus stations, inspectors control services and duplication, and in the busy industrial areas there are traffic regulators as well as inspectors, engaged in time-keeping, traffic control and stance duties. Ticket inspectors are employed throughout the area, some of them operating from patrol cars.

On the engineering side, Western S.M.T., like many other operators, are reaping the advantages conferred by modern lubricants. Oil-change and docking periods have been extended with appreciable economic results. Today oils are changed at 6,000 miles, during a

day dock. A light dock is carried out at 200,000 miles and a heavy dock at 300,000 miles. Greasing is performed at fortnightly intervals and body-washing nightly.

Workshop statistics indicate that the single deckers are giving 13.69 m.p.g. and the double-deck buses 10.51 m.p.g. Tyre life varies between 72,000 miles for the stage-service vehicles and 112,500 miles for the express coaches. A large and well-equipped workshop exists at Kilmarnock and in the past year or two, new garages have been built at Cumnock, Ayr and Greenock.

As with other operators throughout the country, the main problem facing Western S.M.T. is the decline in traffic, attributed in the main to the increased use of private transport. The aim of the management is to maintain and improve the standard of convenience, comfort and safety that they already offer.

At the same time internal economies are being effected wherever possible. Services which have not been receiving worthwhile support have been withdrawn, albeit with reluctance. There is also a progressive move towards substituting double-deckers for single-deckers, operating at lower frequency. Finally, double-deckers of increased capacity are being introduced where the traffic justifies the change.

Western S.M.T. give the impression of being a "happy ship." They are well-integrated, perform their job efficiently and are profitable. The large public they serve should be well pleased with the high standards of transport available to them.

This applies as much to the express services to London, which Western S.M.T. have continued to work when others have had to give up, as to the services provided within Scotland.



A double-decker being given a new lease of life in the docking shop. Advantages of modern lubricants are being put to good account by the company, oil-change periods having been extended with appreciable economic results.

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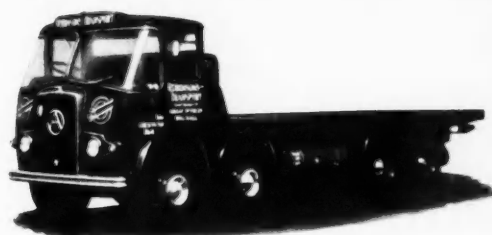
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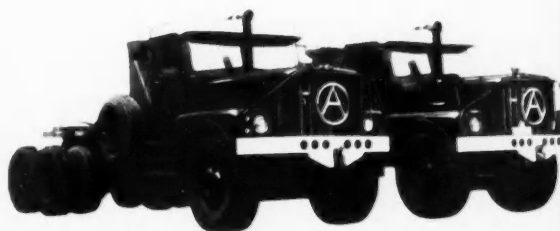


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LONDON to MOSCOW in 45 HOURS!

A FINE ACHIEVEMENT FOR THAMES!

A Thames coach chassis with a Duple body, powered by a Thames 6-cylinder diesel engine, has just completed the fastest-ever coach journey from London to Moscow. Arranged by Ford in association with Excelsior European Motorways Ltd., Bournemouth, the journey of nearly 1,800 miles was covered in record-breaking time, and—including a 5-hour channel-crossing and routine halts at 10 frontiers—at a high average speed. The route from London ran through Dover, Ostend, Brussels, Cologne, Hanover, Frankfurt-am-Oder, Warsaw, Brest-Litovsk and Moscow,

and the passengers spent the flying miles in superb comfort, relaxing in their reclining seats, refreshed with restaurant-like service. Even a library was provided to while away the idle moment in this well-sprung mobile luxury! Never before has such a schedule been attempted, never before achieved. It's another great tribute to Thames chassis and engines, a tribute to the outstanding power and reliability which made this epic venture successful. See your Ford Dealer today for full information about Thames chassis and engines for the best coaches.

Average Running Speed 51.16 m.p.h.

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Shell Rotella Multigrade

SAVES FUEL AND PROLONGS
THE LIFE OF YOUR ENGINE

1. Shell Rotella Multigrade adjusts automatically to all engine temperatures.

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4. Shell Rotella Multigrade, although free-flowing, maintains adequate viscosity when hot.

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6. Shell Rotella Multigrade is suitable for both diesel and petrol engines in mixed fleets.



LEADERSHIP IN LUBRICATION

It's three engine oils in one
SAE 10W-20/20W-30

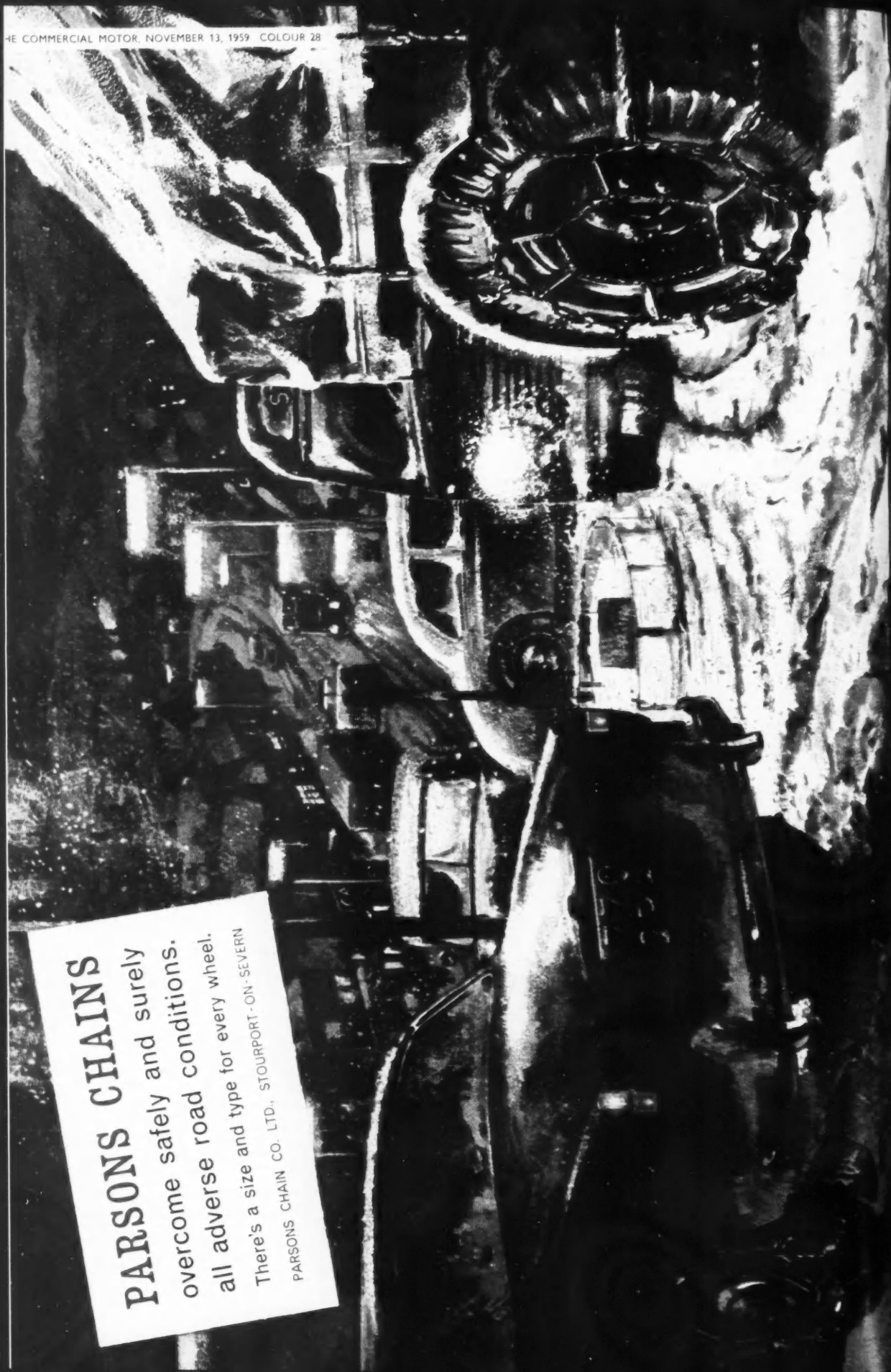


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*Political Commentary**By JANUS*

Tip from the Porter

WHY is the news always the same and the advertisements always different?" asked Maggie.

"I suppose for the same reason that fashions change and human nature does not," I said. "Why do you ask?"

"I was just wondering what happened to the girl we used to see covered in hair and parcels," said Maggie. "They were amusing pictures, but I never got around to finding out what she was supposed to be advertising."

"British Road Services appear to have given up the girl, for the time being, at any rate," I said.

"They have lost one reader," said Maggie. "Now I do not notice their advertisement at all."

"Perhaps the girl found herself a husband," said Maggie's brother Cromwell. "That would have solved her particular transport problem. B.R.S. have nothing to teach about parcels carrying to the poor blokes I see in the High Street every Saturday."

"Did the advertisements do whatever they were supposed to do?" asked Maggie.

"Not if they were supposed to bring about an increase in the volume of traffic carried by B.R.S.," I said. "In fact, the figure falls slightly each year."

"That may have been the idea," said Cromwell. "Funny things happen in transport advertising."

"Surely nobody pays to advertise if he is going to lose business through it," said Maggie.

"What about the announcements put out by London Transport asking you not to travel in the rush hours?" said Cromwell.

"Your friend Bloggs seems to have the same idea as you about advertising being bad for business," I said. "He never seems to advertise at all."

"I said nothing about it being bad for business," said Cromwell. "You were not listening carefully enough. In fact, Bloggs is thinking seriously of taking space in the Press, especially after what happened this summer."

"I was told he was flooded out with work," I said, "as indeed were many other hauliers."

"Even B.R.S.," Cromwell agreed, "had more than they could cope with, in spite of their advertising. They were more fortunate than Bloggs. They simply shut the door and refused to take any more traffic, whereas Bloggs was working up to all hours of the night to get clear."

Personal Service

"I thought that was what you called personal service and free enterprise," said Maggie.

"It may have looked like that from where you were sleeping in your comfortable bed," said Cromwell. "Bloggs carried on because he had no choice. His depot belongs to him, not to the public; and the customers would not have taken 'no' for an answer. They would have broken the doors down, or phoned him up at home. Bloggs says that if advertising means he can get a decent night's sleep for a change, he is all for it."

"For once, then," I said, "Bloggs is nearly in step with the Road Haulage Association in their plan to do some more advertising. Nearly but not quite. He aims to lose business, but the R.H.A. resolution says the new campaign is 'for the purpose of securing an increase in the traffic carried by members.'"

"Bloggs is not so much interested in traffic as in what he gets paid for it," said Cromwell. "There is so much rate-cutting these days that he reckons most hauliers are

operating at a loss, and only want another 10 tons or so per vehicle per week to put themselves right out of business."

"Once again, he is almost in line with the general opinion," I said. "He might find it difficult to put his point across to his customers by means of advertising. He can hardly expect to find them interested in the fact that he wants more money. It is usually only the cut prices that find their way into advertisements. Possibly hauliers have missed the chance of advertising on these lines over the past few years."

"A little psychology is all that is needed," said Cromwell. "It all depends on how you put your case. You are always at liberty to offer to sell your services to the highest bidder. Hauliers too often in the past have done the bidding themselves, which seems the wrong way round. Bloggs believes the right line to take is to suggest that hired transport is scarce, and worth paying almost anything to get. Take a tip from the railway porter for a change."

"It is a plausible theory," I said, "even if it does not work out in practice. Road haulage certainly ought to be in short supply, if the licensing system means anything. There is much more traffic now than before the war, and hardly any more road haulage vehicles, so that they should have plenty of work. According to the figures in the Ministry of Transport's survey of goods transport by road, this is an accurate description of the present position."

Spiv Clearing Houses

"Bloggs says it is time the hauliers woke up to the fact. He would like them to beam their propaganda in particular to the spiv clearing houses."

"I thought they would come into the picture sooner or later. Bloggs should not forget that there are also many reputable clearing houses."

"Bloggs has nothing against them," said Cromwell, "except that they take and offer traffic at too low a rate. He thinks they should be able to do something better than that. The spivs would be his real friends if they woke up to their opportunities. Outside road haulage, who ever heard of a spiv selling something for half its proper price? If only the spiv clearing houses would behave like spivs, the road haulage industry would be in clover."

"We have come a long way from the popsie with the parcels," said Maggie.

"Not really," said Cromwell. "She would do a lot to have somebody carry them—"

"Even get married," said Maggie.

"—and the traders ought to pay just as handsomely for having the haulier take over their transport headache."

"You or Bloggs seem doubtful whether the traders saw the point when B.R.S. advertised," I said.

"They overdid it," said Cromwell. "They were so wrapped up in the wonders of their own organization that they frightened the trader off. He thought that, if he put his goods into a machine as complicated as that, he would never see them again."

"And sometimes that was just what happened," I said.

"The trader wants results," said Cromwell. "He does not want to know what a miracle it is that any of his goods ever reach their destination. If we knew everything that went on in the Post Office, we should probably send all our letters by pigeon. In advertising, it is the simple touch that counts."

SCOTLAND, with its mixture of densely populated areas, remote rural communities and hard-to-reach islands, would be paralysed without road haulage. The physical nature of the country has made it dependent upon this type of transport and its needs are supplied by nearly 100,000 vehicles.

With British Railways fighting a losing battle in many areas and closing down branch lines, the advantages of collaboration between new and expanding industries and the fleets of full-time hauliers are well appreciated. Hauliers have played a big part in

Great savings have been effected by the interchange of trailers, the employment of which reduces the amount of handling by about half. Liquids are now moved in bulk in all types of tank, and flour, chocolate, sugar, ready-mixed concrete and many other commodities are carried by specialized vehicles. Pallets have become increasingly popular, both for movement and storage.

Refrigerated vehicles deliver prime beef, fruit and fish to London in perfect condition. British Road Services, with a modern fleet of more than 1,700 vehicles, are playing an

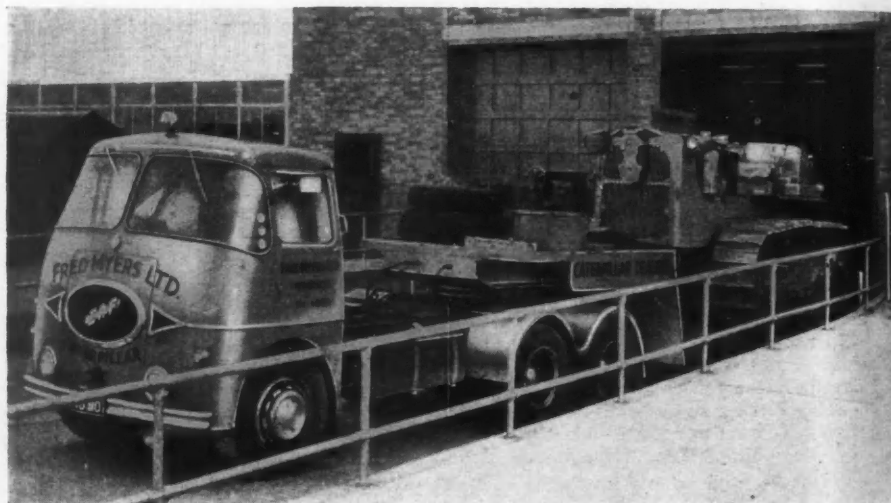
moving vehicles at a new factory covering 45,000 sq. ft. on the Newhouse industrial estate, Motherwell, and since then three additions, each of 96,000 sq. ft., have been made.

Road haulage forms the main artery for the company's raw materials. Apart from steel plate, which is brought by rail to the nearest station and delivered by British Railways road vehicles, everything is brought in by road.

The suppliers of raw material engage their own transport, but Euclid's main haulier for outward traffic is Sam Anderson, Ltd., Mother-

ROAD TRANSPORT Stimulates Scottish Pro

Fred Myers, Ltd., Windsor, Caterpillar dealers, sent this E.R.F. articulated low-loader to the new factory of the Caterpillar Tractor Co., Ltd., Glasgow, to collect a number of machines. Hauliers are also employed to clear output.



hydro-electric schemes and the construction of atomic plants in the Highlands, as well as meeting the needs of the many new factories installed during the past 10 years.

Problems of goods movement in this part of the British Isles are different from those south of the border. Merchants and manufacturers hoping to sell goods in England have the additional cost of transport to face, and for this reason (and better service generally) many companies arrange with their hauliers for storage and distribution.

By a close tie-up between manufacturer and haulier, costly capital outlays on premises and the high administrative cost of running depots and branches can be avoided. The movement of full loads from 8-16 tons is obviously more economic than the transport of small lots.

Although there are 5,000 hauliers in Scotland operating more than 20,000 A- and B-licensed vehicles, the general tendency is towards specialization. Bulk transport is rapidly increasing, including vehicles and trailers constituting one package when a sea or rail journey is involved, as on the Ardrrossan-Larne vehicle ferry.

G18

important part and have modernized and extended depots at Glasgow, Edinburgh, Forfar, Dundee and Campbeltown. They now operate from 36 depots in Scotland, forming part of the national network together with three branches of B.R.S. (Parcels), Ltd.

To keep the roads open in winter, the Scottish Home Department maintain Mack lorries equipped with high-wing snow ploughs for clearance on trunk roads. Trailer gritters and large snowploughs are loaned to local authorities, and rotary ploughs are available for work on Soutra Hill on A68 and Dalnaspedal on A9.

An illustration of the close co-operation between new industry and road haulage is that between Euclid (Great Britain), Ltd., and several prominent Scottish hauliers. In August, 1950, Euclid began production of earth-

well, who are also responsible for coal deliveries to the heating plant. Many tons of washed trebles are delivered weekly from local collieries by Anderson eight-wheeled tippers.

Euclid manufacture a comprehensive range of earth-movers. Completed units are delivered to the sites of operation, or to the docks, under their own power. Crawler tractors, however, are transported on low-loaders, and such vehicles are also used to carry partially stripped-down units for shipping overseas. These are assembled on arrival at their destination.

Spare parts and all other outgoing material are carried by Sam Anderson, whom Euclid regard as extremely efficient operators. They have supplied transport for emergencies at the shortest of notice, immaterial to the distance involved.

Millburn Motors, Ltd., Glasgow, supplied this Leyland Super Comet to Jean MacGregor, Ltd., Glasgow, food canners, and built the body. The vehicle has a wheelbase of 16 ft. 11 in.

By a
Special
Correspondent



ish Prosperity

In addition to the Newhouse factory, a subsidiary company, the Peterhead Gear Manufacturing Co., Ltd., Peterhead, manufacture the components required for gearbox transmission used on Euclid vehicles. Traffic between these factories is dealt with by another well-known Scottish haulage concern, Sutherland's of Peterhead (Road Hauliers), Ltd. From the trader's point of view, the excellent service given has done much to ensure the smooth running of production schedules during a period of rapid expansion.

Certain advantages exist in Scotland in the freer movement of traffic over the greater part of the country, compared with the growing congestion in

Developing Industries in Scotland Rely Heavily on Efficient Haulage Services, But Chances of Using Them Best Must Not Be Missed

the built-up areas of the south. It is felt, however, that if this desirable state of affairs is to continue, manufacturers and merchants in the urban areas must assist by providing suitable off-road loading and unloading bays and parking spaces for vehicles waiting to be loaded or unloaded, particularly in Glasgow.

Before any new factory or warehouse is built, there is no reason why

consultation should not take place with the trader's haulier in order to plan the smooth handling of goods both inwards and outwards.

Many hauliers lag behind in neglecting to provide better and more economic methods of transport, and even where a specialized service is available, lack of advertising sometimes fails to bring it to the notice of traders for whom it is best adapted.

In the Highlands, where lack of facilities and high costs go hand-in-hand, many industries rely exclusively on the haulier. For instance, the Brora Coal and Brick Co., Ltd., Sutherland, have recently restarted the brick-making industry in the area and depend entirely on efficient road transport. In this respect they say they have had a fine degree of co-operation and assistance from Highland Haulage, Ltd., Inverness, and Messrs. Rapson, Helmsdale, who between them are hauling about 15,000 tons of bricks annually, in addition to several thousand tons of coal.

Countrywide Distribution

Back in the Lowlands, the Kilmarnock factory of Massey-Ferguson (Great Britain), Ltd., requires a countrywide distribution of its products and, since its opening in 1949, has been well served by road transport. The factory has 850,000 sq. ft. of space, and agricultural machinery, mainly combines and balers, is produced to the value of more than £9m. annually. Of the 45,000 combines turned out during the past 10 years, over 30,000 have been distributed throughout Britain mainly by road.

A round-the-clock hay and harvest-special parts service by road and rail, including combine and baler parts currently in production at Kilmarnock, is operated by the company, giving a

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The Musselburgh branch of the S.M.T. Sales and Service Co., Ltd., supplied this A.E.C. six-wheeler to Mr. S. McMeekin, Musselburgh. It has a 9.6-litre engine, double-drive rear bogie, Homalloy cab and Pilot tipping gear. S.M.T. built the body. Another similar vehicle was also delivered.

guaranteed delivery to every distributor and dealer in the country by a stated time. This operates on a 12-hour basis, seven days a week. Emergency orders are packed and ready for dispatch within three hours of receipt.

Loading bays at Kilmarnock are equipped with overhead cranes for expeditious stowing of heavy machinery, and, although the factory was rail-connected from the start, in the early days rail could not compete with the door-to-door service offered by local hauliers such as Ayrshire Transport Services and J. Osborne, Kilmarnock; P. Hull and Moores Motors, Ayr; J. Campbell, Irvine; and Stamper's, Glasgow. A nightly trunk service between Kilmarnock and the company's Manchester factory is operated by Messrs. Wallman, Collyhurst, and Messrs. Henderson, Alston.

The introduction by British Railways during the past two years of fast through trains, and their desire to compete with road, has stimulated com-

petition and 65 per cent. of the smaller machines made at Kilmarnock are carried away by rail. Larger machines, which are too wide for the railway, are delivered by the hauliers mentioned.

Further Opportunity

The construction of a new Glasgow plant by the Caterpillar Tractor Co., Ltd., in 1958 gave hauliers a further opportunity. This 650,000-sq.-ft. factory is a newcomer to the British industrial scene in conception, design and appearance. The most modern ideas have been incorporated in its design, materials and construction: 5,000 tons of steel went into the framework, and over 500,000 cu. ft. of concrete was poured into the foundations and floor, probably the most extensive one-level floor in the country.

The company are manufacturers of a wide range of earth-moving equipment and the factory was built to help meet demands in the sterling area. Customers are offered more than 100

products, but the main Glasgow output is of crawler tractors—bulldozers and scrapers being manufactured at Newcastle upon Tyne.

The Glasgow plant will eventually export 75 per cent. of its production and the careful planning and effort put into production has had a stimulating effect on trade in Central Scotland. The company employ a number of hauliers, including B.R.S. (Pickfords), Ltd., for local work and Glasgow dock handling; Sandy Gilmour, Glasgow, to convey tractors to Bowmaker Plant, Ltd., Wolverhampton; and McKelvie and Co., Ltd., Paisley, for all other haulage except delivery to certain authorized dealers who collect their own.

Traders generally have a great deal of praise for the efficient service they have received from their hauliers and, although there is still room for improvement in a number of cases, the Scottish haulage industry can be proud of its part in building up the economy of the country.

More Money Wanted for Roads

A "VASTLY expanded programme" for the roads and the appointment of a director of road construction were urged in the House of Lords last week by Lord Lucas of Chilworth. He was calling attention "to the failure of the existing road system . . . to match present needs and to the inadequacy of the future construction programme to provide a sound system of communication to meet the anticipated expansion of the country's economy." The railways were also included in the scope of the debate.

The Treasury should, he said, now provide the Ministry of Transport with funds for a five-year programme. In the financial year 1960-61 there should be a grant of £150m., rising over the five years to £325m. The total expenditure over this period would be about £1,120m. Lord Lucas pointed out that vehicle users were paying £500m. a year in taxation and in five years' time the sum was likely to amount to £750m. a year.

Road Director

A director of road construction should be appointed and be made directly responsible to the Minister for ensuring that the decided plan was pursued vigorously. He should be an industrialist.

Lord Lucas called for action to ease congestion in towns and made several suggestions for dealing with it. A traffic engineer—probably the chief constable—should be appointed in every town. The stopping of vehicles on main roads to load and unload goods between a stipulated time in the morning and the evening—perhaps from 8.30 a.m. until 6.30 p.m.—would have to be prohibited.

The one-way traffic system should be re-examined. All right-hand turns on

main roads should be banned. Bus stops within 200 yd. of a congested area should be forbidden. There should be a complete ban on waiting by all vehicles during peak traffic periods. No private vehicle should be allowed to stop for more than 15 minutes on any main road for the purpose of shopping. All local authorities should be compelled to provide off-street parks. All heavy through traffic should be forced to use by-passes.

The railways, said Lord Lucas, were creating an almost intractable problem. The railways would reach a crisis within the lifetime of the present Parliament.

"I am not going to suggest that we want a high-powered inquiry into the operations of the British Transport Commission," he said. "Yet it is not right. It is not functioning properly. And the trouble is right at the top. I am not at all certain that Parliament is not largely to blame for this. We set up a massive structure which, I think, experience has proved is not workable and is not geared to the modern age."

Lord Ferrier also thought more should be spent on the roads. The problems of road and rail were similar in some respects, yet widely different in others. Both systems needed more money. The difference was that rail transport was not earning its keep and road transport was heavily burdened with taxation, most of the proceeds of which were diverted from strictly transport ends.

He was opposed to the idea that heavy-vehicle drivers should be compelled to take certain routes.

Viscount Massereene and Ferrard was anxious about the use of agricultural land for the building of roads, and asked the Government to try every remedy, short

of constructing more roads, to cure the traffic problem. More traffic should be diverted to the railways, possibly by statutory compulsion.

Lord Boothby supported the demand of the British Road Federation that road expenditure should rise to £200m. a year. The national motorway programme should be completed more quickly than had been envisaged and more urban motorways must be constructed.

"C-licenses Subsidized"

Lord Burden claimed that C-licensees were being indirectly subsidized by the taxpayers, and he submitted that they, as well as A- and B-licensees, should make a greater contribution towards the cost of the roads.

Lord Merrivale wanted the Government to promote the utmost use of the railways. He hoped that, when considering applications for high-speed coach services on the motorways, the Traffic Commissioners would bear in mind the long-term repercussions on the railways.

Lord Brocket said he was a director of a company producing smokeless fuel, some of which was manufactured in Nottinghamshire and was distributed by road because the railways could not provide a proper service.

Replying for the Government, Lord Chesham, Joint Parliamentary Secretary to the Ministry, agreed that road transport would come to a halt unless the Government took vigorous action. They would look at road and rail development together. There would be emergency short-term action, as well as long-term action. On the other hand, the Government would not contemplate tearing down large parts of cities to make urban motorways. The suggestion for a director of road construction would be received with great interest.



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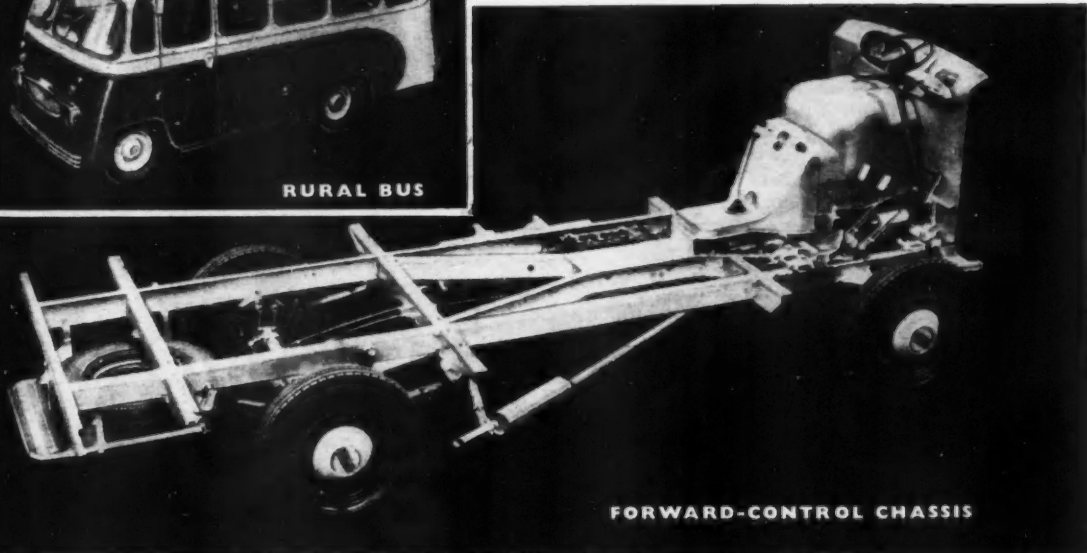
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Bold Fares Plan Outlined

NEW legislation would not be needed to make the control of fares more flexible. Only a new interpretation of the words "not unreasonable" in Section 72 of the 1930 Act would be required.

This was claimed by Mr. A. F. R. Carling, executive of the B.E.T. Co., Ltd., when he read a paper on fares structures to the Institute of Transport in London on Monday. He made a bold new approach to his subject.

Section 72 refers to fares conditions attached to road service licences, and the avoidance of wasteful competition.

"I can see no reason why all road operators, subject in competitive situations to prior agreement, should not be entitled by licence to reduce any of their scheduled fares experimentally. To continue a reduction beyond, say, one year, a substantive application would be needed to bring the reduction within the scheduled fares," said Mr. Carling.

Such freedom would restore imagination and adventure to the lives of traffic managers. For the past decade they had been condemned to the dismal task of repeatedly raising fares within a framework of narrowing uniformity, in desperate but belated endeavours to keep pace with the diminishing value of money.

Cheap Returns

Much scope might be found for experiment. Empty seats in the evenings might be filled by cheap return fares. The use of more distant shopping centres might be encouraged by "bargain returns" in off-peak hours. Lightly loaded journeys to and from resorts at out-of-season week-ends might be improved by special excursion fares.

Traffic managers would also discover that a fares structure was not a thing of absolute rigidity and capable only of arithmetical adjustment to produce extra revenue to meet higher costs.

Operators should have limited power to raise fares, subject to: (1) the Commissioners being satisfied that there was a *prima facie* case for the exercise of the discretion allowed by the licence; and (2) the new fares being covered by an application to the Commissioners within, say, three months of their introduction.

The Commissioners would not lose their essential control, and the representatives of the travelling public their rights. All that would be lost would be the delay in adjusting fares.

Earlier he had emphasized that the size of passenger-transport undertakings varied from the independent individual to groups of nationalized companies. Separate undertakings enjoyed the benefit of working to individual profit-and-loss accounts. It was by the continued existence of separate accounting units that the perils of averaging fares over too wide an area were avoided. Charging was prevented from straying too far from the basis of cost.

B.E.T. Executive Calls for Greater Scope for Bus Operators to Vary Their Own Charges

The local nature of small undertakings allowed the realistic fixing of fares in another way. The normal absence of through bookings from one service to another made it easier for the operator to watch receipts per car-mile on a route basis.

Although the Commissioners in recent years sought to encourage greater uniformity in the pattern and level of fares within each undertaking, they had not generally attempted to standardize fares structures between different areas. No standardization had been attempted between separately controlled systems within the same area, other than on routes where the services of more than one operator overlapped.

Thus, said Mr. Carling, there was an enormous number of differences within fares structures in this country. They arose from differences in geography, densities of population, circumstances of competition (past and present), and the theories held by the various operators and Commissioners.

Mr. Carling confined his remarks to stage services and pointed out that although many routes were long, they were not concerned primarily with local traffic. Long routes cut down unproductive turn-round time, gave useful additional facilities and therefore revenue, but their main function was nearly always local.

Ribble and Southdown

He gave two examples. On the Ribble 53½-mile Lancaster-Keswick route, the average fare was 8½d. This represented an average journey of approximately five miles. On the Southdown 55½-mile Brighton-Southsea service via Worthing, Bognor and Chichester, the average fare was 6.35d., which represented an average distance between three and four miles.

It had long been the practice to taper the rate of charge with distance, but the degree of taper had tended to become more pronounced in recent years. The most common minimum fare in pre-war days was 1d., which was the usual price for a one-mile ride.

Today, the fare for a similar journey was sometimes 2d., but more often 2½d. or 3d.—an increase of 150 or 200 per cent. Over longer distances, the rise had not often exceeded 100 per cent., unless the old fare was subnormal.

Many of the costs of carrying a passenger did not increase with distance. For example, the driver had to stop for him only for boarding and alighting, whatever the length of the journey, and only one ticket had to be issued. Moreover, the shortest journeys were most

often made at the end of a route where traffic was heaviest and operation costs tended to be highest.

The saving from a return fare, compared with two singles, had tended to be reduced in comparison with pre-war days. In some areas, the return had been eliminated but, said Mr. Carling, "in my view the airlines have judged this matter nicely. A return fare at a cost of 180 per cent. of two singles seems to achieve the maximum advantages from returns with least loss of revenue." Some bus operators were very close to this, he added, with a ratio of 175 per cent.

The season ticket had a number of advantages for the operator, who need not sacrifice much regular revenue if the rates were kept fairly close to the cost of five ordinary return journeys a week.

Extra journeys at week-ends made by holders would probably be cancelled out by odd days of sickness or holiday, or the benefit of lifts from car-owning friends. Peak-hour pressure on conductors was reduced, with less chance of other fares being missed.

Rigid Fixing

All fares of whatever category were within the jurisdiction of the Commissioners, but they should not fix all fares with such rigidity that operators could not adjust them except by lengthy processes.

Today almost every fare was absolutely fixed—regardless of competition or cost of operation. "This state of affairs appears to me to be not only undesirable but indefensible," said Mr. Carling.

Mr. Carling's paper was part of a symposium. Dealing with rail fares, Mr. A. W. Tait, assistant general manager, Eastern Region of British Railways, said that their present structure was going through an evolutionary process. It must face further adaptation if it were to safeguard the survival of railway passenger services in a rapidly changing world.

An interesting development in recent years had taken place on local provincial services outside London. Most of the fares on those routes no longer had any defined relation to the rest of the structure, but were determined by the level of local bus rates.

Mr. J. L. Grumbridge, general commercial manager, British European Airways, said that the domestic air system was fortunate to have fares controls which were less restrictive than those for rail and road.

The B.E.A. network had no rates per mile, nor point-to-point fares imposed by statute or authority. Nor, indeed, was there any specific obligation to clear fares proposals with a Ministry. However, this freedom has been voluntarily abjured.

The report from the Select Committee on Nationalized Industries made it clear that B.E.A. had accepted a situation in which they sought the Government's approval when wishing to change any domestic fares.



MOUNTING pressure on available road space is the changing element that faces every road operator today. Once a negligible factor, this element has, in recent years, cut deeply into operational planning. Although the impact of this trend took somewhat longer to register on the Scottish section of the road transport industry than it did south of the Border, there have always been additional difficulties, in the shape of countless ferries, in Scotland.

Fluctuations in ferry traffic, which frequently occur during the summer months, have become a problem of increasing magnitude over the past few

years. But an even greater handicap in many parts is the lack of ferries, which can mean that 20 miles or more have to be covered to reach a spot only a furlong distant, as the crow flies.

Viewing Scotland as a whole, and comparing the position with that in England, the experienced transport operator would not regard the total amount of road congestion as being really serious. But on some routes

conditions are as difficult as anywhere in the kingdom, with countless vehicle hours lost as a result of delays.

In certain cases the road improvements programme will iron out the difficulties in the relatively near future. By far the greatest project on the Scottish schedule, at the present time, is the construction of the Forth road bridge and its approaches. It is due to be finished in a little over five years' time and will cost in the region of £16m.

A body known as the "National Forth Road Bridge Committee" was formed six years ago to press for the development of this scheme, which is of the utmost importance to the growth of industry in Fife. The present crossing at Queensferry is subject to a weight limit of 11 tons, which forces much heavy traffic to make an enormous detour by way of Kincardine.

There is also evidence of great need for a bridge across the Firth of Tay to give a direct crossing from Dundee. In this way operators would avoid the use of the Dundee-Newport ferry, with its various restrictions, or making the



(Left) Canal Bridge, near Castlecary, a traffic blackspot on the Glasgow-Stirling road. (Right) Delays on journeys to the Isle of Skye, by way of the Kyle of Lochalsh Ferry, are common, as can be seen from this illustration.

(Left) This photograph, taken from the north bank, shows the progress being made on the construction of the new Forth road bridge. (Right) Road improvements at Linlithgow which are due to be completed by the end of the year.

detour to Perth, which can add anything up to 60 miles to a journey.

Following a period during which relatively little construction was undertaken, a great deal of work on road projects may now be seen in Scotland. More than a dozen major operations, the cost of each running into six figures, are now being implemented.

As already indicated, traffic congestion on the English scale is unusual north of the Border, but when the roads are abnormally busy delays do occur. Most of the black spots seem to be at places where improvements are being carried out, and it would appear that it is the holiday coach and bus traffic that suffers mostly. At week-ends, and during the holiday periods, there is little enjoyment for drivers along Lomondside, especially between Balloch and Tarbet, while



similarly poor conditions apply on the Helensburgh - Garelochhead - Arrochar route.

Another trouble spot occurs where the main road at Prestwick is cut by

extension being built, which would then occupy the land which might otherwise have provided scope for a by-pass road.

Delays are common at the Renfrew and Erskine ferries, especially at week-ends and Bank Holidays. In 1958, when the matter became increasingly serious, the Automobile Association complied with a request from the Clyde Navigation Trust to signpost roads from the A74 route at Abington, to take northbound traffic away from the ferries and Lomondside. This action eased congestion, but the desirability of a bridge over the Clyde, which is favoured by both Renfrew and Dumbarton County Councils, is obvious.

Loss on Scottish Roads

By The Northern Editor

Highway Developments Are Bringing Improved Conditions But Frustration Continues At Many Places

the airport runway. Barriers and traffic lights frequently control the vehicle flow when aeroplanes are landing and taking off, and the A77 road is temporarily closed. The possibility of a diversion has been discussed, but local people say that the odds seem to be in favour of a runway



Although the numbers of vehicles using the ferry across Loch Carron at Strome, Ross-shire, are not great, the situation there is widely regarded as the most troublesome and unsatisfactory in Scotland. The weight limit is seven tons, which forces the bulk of commercial traffic to make the considerable detour to Inverness.

Even small commercial vehicles suffer severely, and delays up to 3½ hours have been experienced during the past season. The answer appears to be the construction of a new road from Strome Ferry to Strathcarron, the cost of which has already been estimated at more than £600,000.

Delays are also experienced on journeys to and from the Isle of Skye by way of the Kyle of Lochalsh. The pressure here has been relieved somewhat by the reopening of the vehicle ferry between Glenelg and Kylerhea, but unfortunately the approaches to this crossing lack passing places.

Toll Charge Feeling

Just north of Oban is Connel Bridge, which is essentially a railway crossing with a track for road vehicles at the side. There is a strong feeling among road users that the heavy toll charges should be withdrawn or that a new road bridge be built. The direct journey between Connel and Ballachulish is approximately 30 miles, and while the bridge may be avoided by taking the route through Dalmally and Glencoe, this increases the distance by 35 miles.

Although appreciating that major construction work cannot be carried out without some inconvenience to road users, transport operators cannot avoid a feeling of exasperation over the chaotic conditions frequently encountered on the A80 road between Glasgow and Stirling. An improvement scheme on the stretch between Luggie Water to a point west of Cumbernauld is now in progress, however. When completed, next summer, it will have cost £434,000.

Plans for improving the section between Dennyloanhead and Denny have been in existence for some time, but recently it was decided to introduce a new scheme for the construction of a motorway. It has been suggested that the change of plan will mean a delay of five years in the completion of this section and, as a result, representations have been made to the Secretary of State for Scotland. Another improvement on the A80 road is the Muirhead diversion, a £170,000 scheme scheduled for completion by next June.

Despite the improvement plans, there appear to be many occasions when the carriageway is restricted,

resulting in the pile-up of long strings of traffic and a serious loss of running time. Altogether the A80 road seems to be one where an acceleration of the programme would be of the greatest advantage.

A great volume of commercial traffic uses the A74 Carlisle-Glasgow highway, which is being improved at a number of points. It is this constructional work that is largely responsible for the delays that occur between Gretna and Lockerbie, Johnstone Bridge and Beattock, and between Beattock and Crawford.

A sum of more than £500,000 is being spent on an improvement scheme between Dalmakethar and north of Lockerbie, whilst £471,000 is going on the section between Johnstone Bridge and Beattock, £712,000 on the stretch between the Newfield Inn and the South Mill Bank and another £125,000 for the completion of the scheme at Paddy's Rickle Bridge. All these projects are due for completion during the coming year.

Good Results

Some good results have been achieved by the Bridge of Allan diversion near Dunblane, on the A9. Farther on, between Perth and Pitlochry, there are more improvement schemes which are liable to cause congestion. Southwards, conditions will be improved at the end of the year, when the new crossing and approaches at Linlithgow Bridge, which will cost £164,000, will be completed.

At Glasgow, nominally on the A8 road to Greenock, the main item of interest is the scheme for the construction of the first Clyde Tunnel. On the southerly sector of the A77 road, from Ayr to Stranraer, periodical complaints are heard of delays north of the Wigtown county boundary, near

Cairnryan. Here again the trouble can be attributed to an improvement scheme, but the work should be complete by the end of the year.

Along the much-maligned route from Fort William to Mallaig, some £420,000 is being spent on a road-improvement scheme between Glenfinnan and Lochailort, with work due to continue until the end of 1961. Something like £500,000 is being spent on a diversion between Glen Garry and Glen Moriston, which will improve the link between the A82 and the Kyle of Lochalsh, terminal for the Isle of Skye ferry.

Replanning Advantages

Scottish operators rarely take a pessimistic view of their situation, for they realize that road conditions north of the Border do not create problems of the same scale as those experienced in England. Nevertheless, it is apparent to all concerned that great benefit and economic advantages would be achieved by imaginative overall replanning of the Scottish road system.

It is widely contended that considerable entirely new road construction is desirable, even if only to give added scope to the expanding tourist industry. One scheme of particular interest in this respect is the Cairngorm motor road, which was started early this year. It will climb to Loch Morlich, to enable touring vehicles to drive two-thirds of the way to the summit. The intention is to develop a winter sports centre, possibly with a chair-lift running from the road head to the top of the 4,084-ft. peak.

The Roads Campaign Council have suggested that "it would be a rash man who would deny that Scotland is losing £50m. a year on her deplorable, antiquated roads." For that reason a policy of enterprise in road construction is vitally necessary to Scotland.

No C. and D. Van for Scottish Work

OPERATION for subsidiary companies did not absolve an applicant from meeting the full requirements of normal procedure, said Mr. W. F. Quin, Scottish Licensing Authority, when he refused an application by N.M.U. (1953), Ltd., at Glasgow last week.

The Munro appeal, he said, clearly stated the evidence required for additions to a fleet, or in application for an A licence for collection and delivery work in connection with trunk services, N.M.U. had not produced such evidence.

The company sought an A licence for a vehicle of 3 tons for collection and delivery work within 60 miles of base. Mr. P. Kenny, for N.M.U., said that the vehicle was required for work performed

by the company as a subsidiary of Rowntree and Co., Ltd., and their associates, Gray, Dunn, Ltd., and W. and M. Duncan, Ltd.

The applicants operated a trunk delivery service from Birmingham, London, Liverpool and York into the Glasgow area.

Periodic delays to the trunk vehicle and its difficulty in making multiple drops had encouraged N.M.U. to seek a supplementary collection and delivery van. It would undertake only existing work and would not abstract work from local hauliers.

For the objectors, Mr. R. Mackenzie claimed that the traffic from Birmingham and Liverpool was essentially competitive general work.

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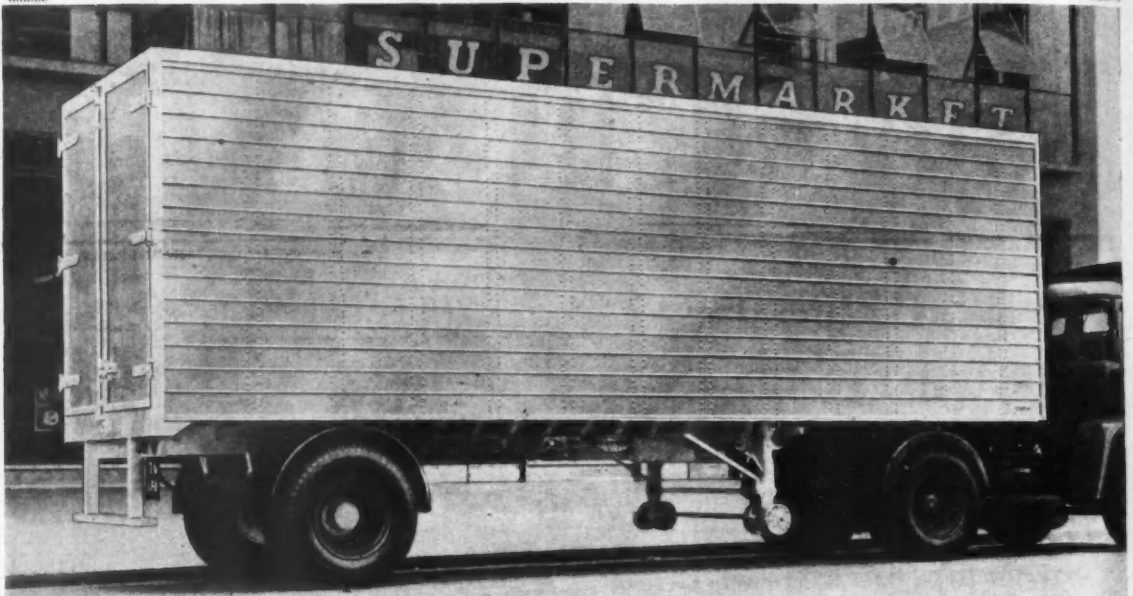
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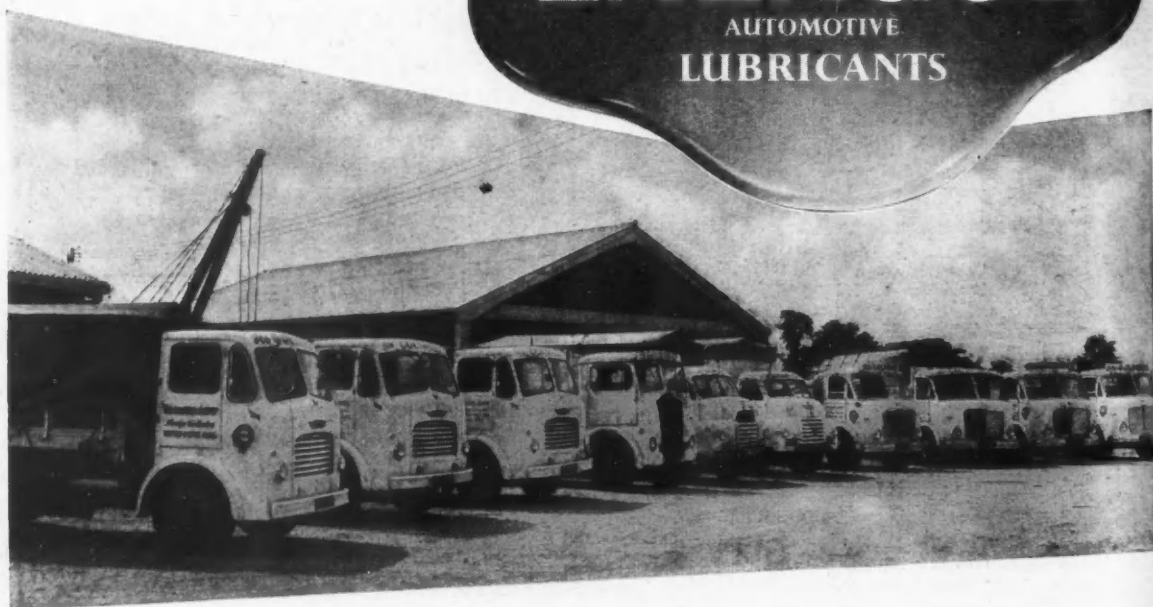
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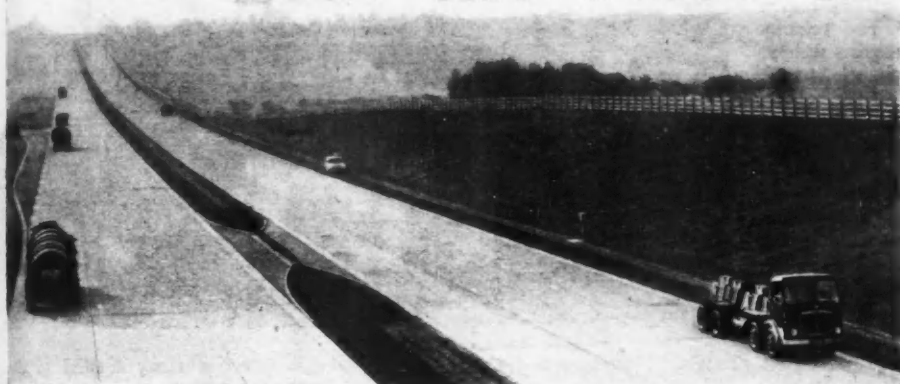
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TWO MOTORWAYS for the Price of One



Looking south down the motorway, the northbound A.E.C., driven by Tony Ellis, is seen in the Friars Wash area. Note the good lane discipline of all the vehicles in the picture.

By
John F. Moon,
A.M.I.R.T.E.

THERE is less saving in time when travelling between London and Birmingham on the new M1 motorway, instead of A5, than might previously have been thought. This is because M1 has relieved A5 of many vehicles, and progress along A5 is easier than before, although, of course, not so fast as on M1.

On Wednesday of last week, I arranged a series of comparative runs with four vehicles over these two roads. Results obtained backed up the findings of the Road Research Laboratory and Birmingham University concerning the effect that M1 would have on traffic (as reported in *The Commercial Motor* last week).

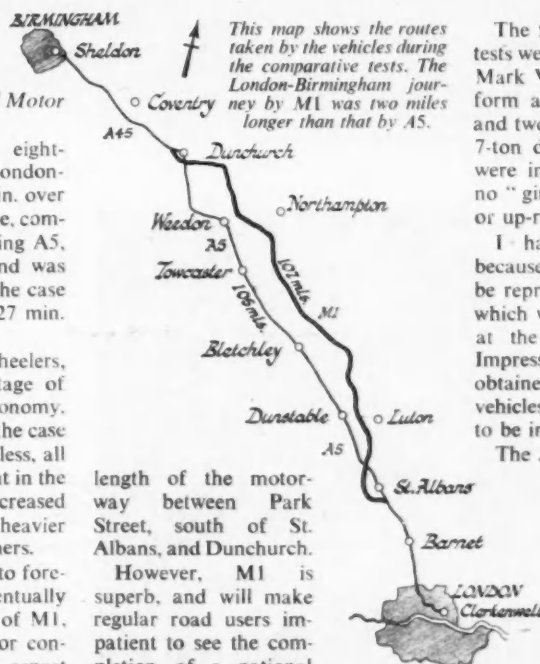
My tests showed that an eight-wheeler running from London-Birmingham on M1 saved 14 min. over the motorway section of the route, compared with a similar vehicle using A5, whilst the difference southbound was 33 min. Respective savings in the case of two typical 7-tonners were 27 min. and 22 min.

In the case of the eight-wheelers, M1 had the additional advantage of offering a gain in fuel economy, although the reverse applied in the case of the 7-ton vehicles. Nevertheless, all the tests showed an improvement in the time-load-mileage factor, the increased average speed offsetting the heavier fuel consumption of the 7-tonners.

It is perhaps a little early yet to forecast how much traffic will eventually settle down to the regular use of M1, and how much will return to or continue to use A5. The human aspect comes into this. At the moment there are no facilities for lorry drivers to obtain refreshment along the 65-mile

OVERALL RESULTS IN A NUTSHELL

| Vehicle and Weight | M1 (214 miles) | | | | A5 (210 miles) | | | |
|---|----------------|----------------|------------------|--------------------------|----------------|----------------|------------------|--------------------------|
| | Average m.p.g. | Average m.p.h. | Gross ton-m.p.g. | Time-load-mileage factor | Average m.p.g. | Average m.p.h. | Gross ton-m.p.g. | Time-load-mileage factor |
| Bedford 7-tonner 10 tons 6½ cwt. gross | 15.05 | 34.25 | 155.4 | 5,323 | 16.05 | 29.9 | 165.7 | 4,954 |
| A.E.C. eight-wheeler 24 tons 6½ cwt. gross | 8.45 | 28.00 | 205.6 | 5,759 | 7.825 | 25.0 | 190.3 | 4,756 |



length of the motorway between Park Street, south of St. Albans, and Dunchurch.

However, M1 is superb, and will make regular road users impatient to see the completion of a national motorway network. Provided that the tyre problem can be resolved, all operators should find M1 of direct benefit.

The four vehicles selected for these tests were two A.E.C. Mammoth Major Mark V eight-wheelers, in chassis-cab form and carrying iron test weights, and two Bedford SEZ 14-ft.-wheelbase 7-ton drop-siders. All these vehicles were in perfectly standard trim, with no "gimmicks" by way of overdrives or up-rated engines.

I had specifically arranged this because I wanted the test vehicles to be representative of the types of lorry which would be likely to be in service at the time that M1 was opened. Impressive results could have been obtained with more specialized vehicles, but such vehicles are unlikely to be in normal service.

The A.E.C. chassis were of the latest type, as introduced at Earls Court last year. These models can be distinguished from their predecessors by the set-back front bogie, which gives a cab entrance step ahead of the leading front wheels and affording easy cab access.

The chassis had the new AV590 125 b.h.p. oil engines, five-speed constant-mesh direct-top gearboxes, and

The four test vehicles are seen lined up in Temple Press car park before starting at 8.14 a.m. with full fuel tanks.

single-drive rear bogies with double-reduction 6.22-to-1 driving axles.

This gearing gave a maximum speed of 38 m.p.h. at the governed engine speed of 1,800 r.p.m. The vehicles had been loaded up to a gross weight, less driver and passenger, of 24 tons 3 cwt., so were used at a gross vehicle weight of 24 tons 6½ cwt.

The Bedford models were the recently introduced long-wheelbase 7-tonners with 18-ft. bodies. Here again, the specification was standard, including the Bedford 97 b.h.p. oil engine, four-speed direct-top synchromesh gearbox, and Bedford two-speed rear axle with ratios of 5.83 and 7.95 to 1.

Concrete blocks, each weighing ½ cwt., were carried in the body, and the gross weight was 10 tons 6½ cwt. with two men in the cab.

To make these test runs even more like normal operating conditions, I had asked that both A.E.C., Ltd., and Vauxhall Motors, Ltd., supply drivers who were neither sales demonstrators nor from their experimental departments.

Vauxhall sent along Frank Green, who works for their supply department and is normally engaged on long-distance journeys in Bedford 7-tonners, whilst A.E.C. delegated Terry Anstiss and Ron Taaffe, both of whom are fitter-drivers at the A.E.C. works. Other personnel engaged on these runs were Colin Prebble and Guy Tidbury from Vauxhall, Derek Miller from A.E.C., and my colleague Tony Ellis.

To secure representative average



results, I arranged that one 7-tonner and one A.E.C. should travel north by M1 while the other two vehicles used A5, and that the position should then be reversed on the way back so that northbound A5 vehicles returned to London by M1.

The four vehicles were assembled at Temple Press, Clerkenwell, London, at 7.30 a.m. and the fuel tanks were topped up from cans before starting out at 8.14 a.m. Because of traffic lights and other hold-ups, the convoy soon became separated, although all took the same route out of town. This was by way of King's Cross, York Way, Junction Road, Archway Road, High Road Finchley, Barnet and thence on to the St. Albans road.

I was driving the leading Bedford, which was to take the M1 route. Behind me was Frank Green in the other Bedford, which was to use A5.

Next in line was Terry Anstiss in the A5 A.E.C., and the rearguard was Tony Ellis in the M1 A.E.C.

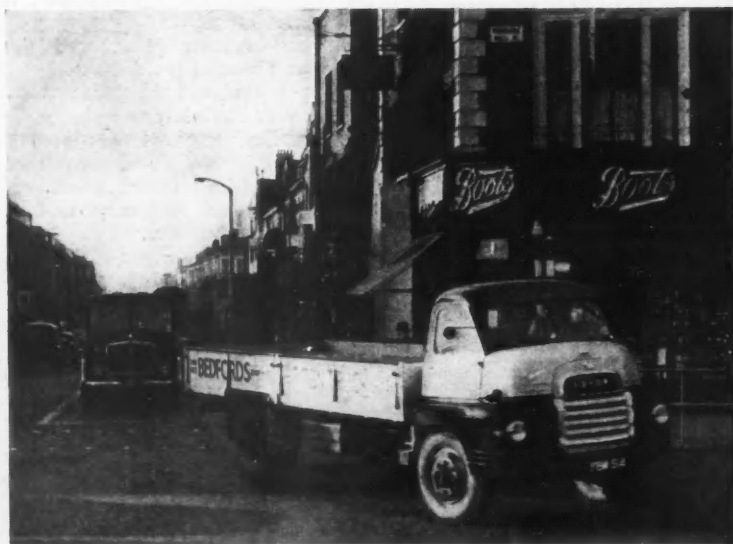
Northbound Journeys

M1 Bedford: Little traffic was encountered on the way out of London, other than inevitable hold-ups at Tufnell Park and Archway, Highgate, and Barnet was entered 40 minutes after leaving Clerkenwell. Traffic was normal between Barnet and the northern end of the London Colney by-pass, where a left turn was taken on to the North Orbital Road. Soon after this the Park Street spur of the St. Albans by-pass section of the motorway (M10) was entered, the time being 9.14 a.m.

This section is normal two-lane dual carriageway built to motorway standards, and starts with the steepest gradients on the whole motorway. Because of the roundabout at the bottom of this slope, it is impossible to take a run at the hill, so I had to use low axle ratio for several minutes and the speed was well below 30 m.p.h.

Having breasted the rise, however, high axle ratio was engaged and used throughout the rest of the motorway journey. Once having joined the M1 proper, some 4½ miles from the Park Street entrance, the carriageways are three-lane as far as the M45 spur just north of Watford, Northants.

The first service area, close to Newport Pagnell, was reached at 9.58 a.m., and here I pulled the Bedford off the road for a quick check on tyre temperatures in case sustained high-speed driving was causing



The two vehicles that took the A5 route north are seen at the Archway junction, Highgate. Morning traffic was light.



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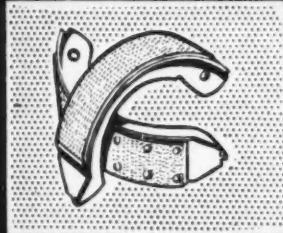
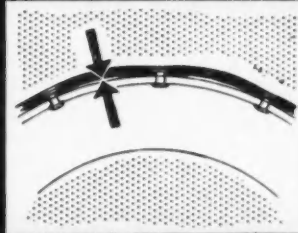
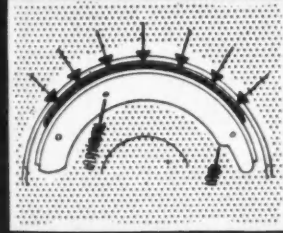

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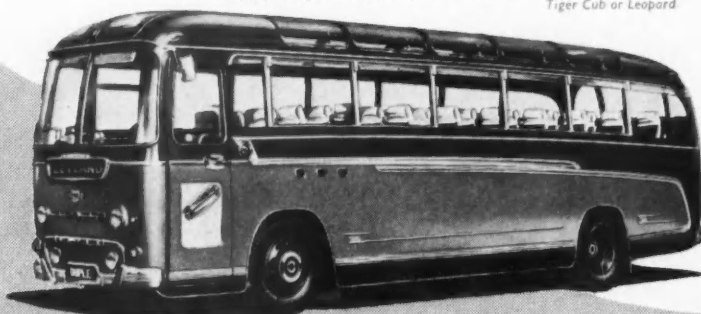
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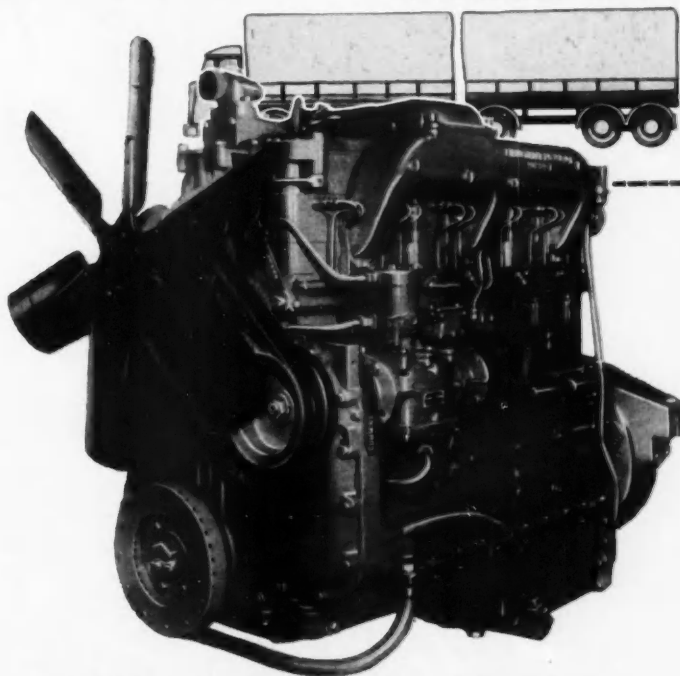
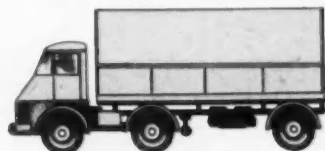
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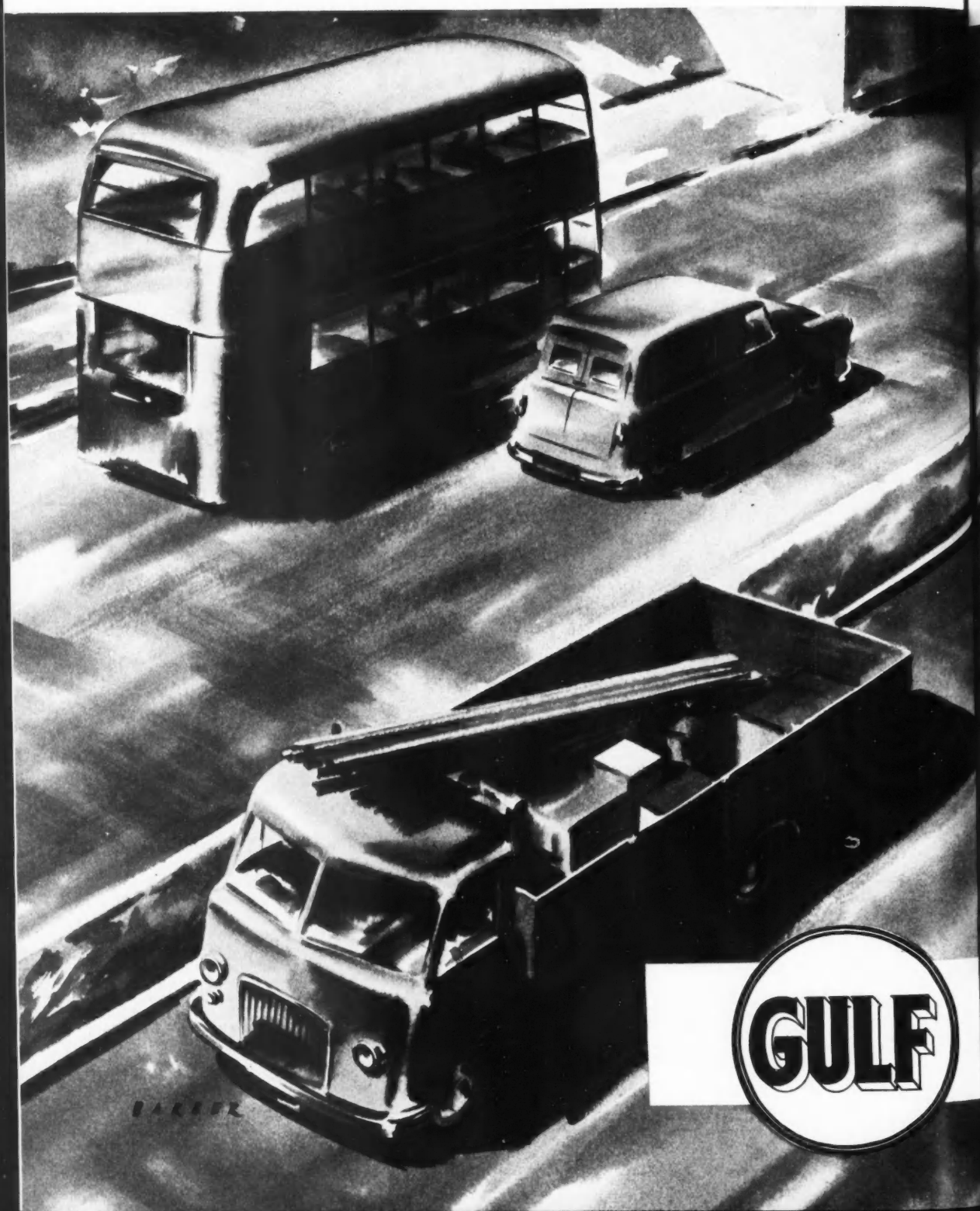
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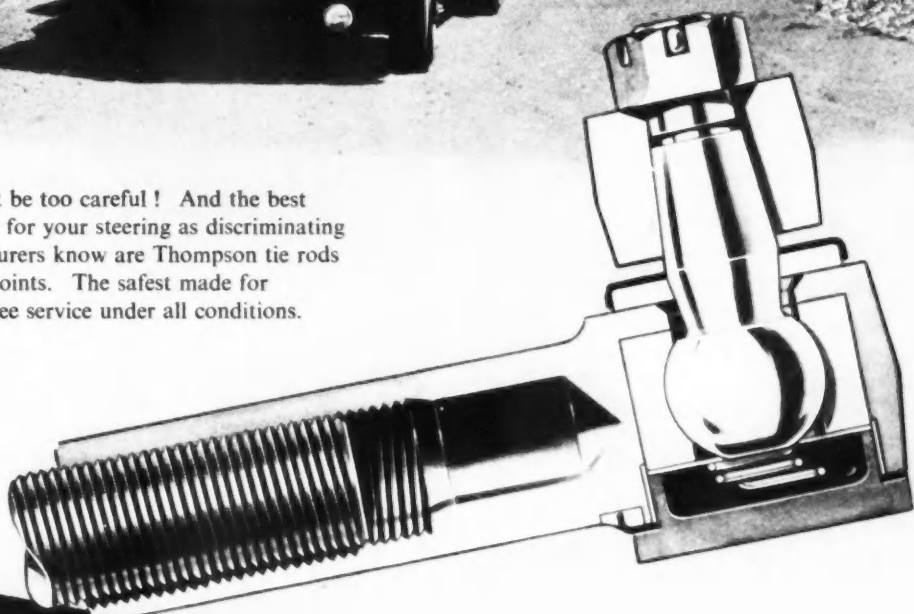
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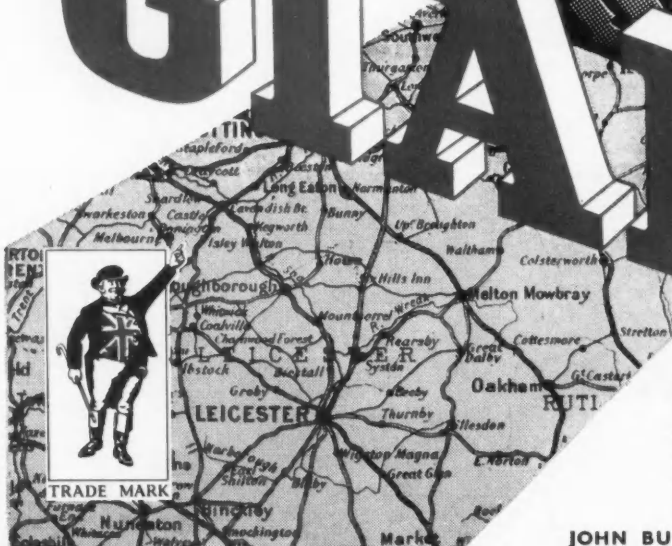


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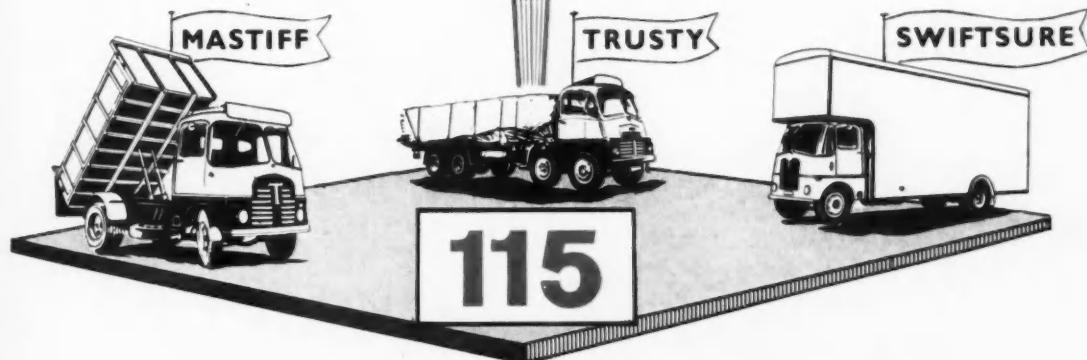
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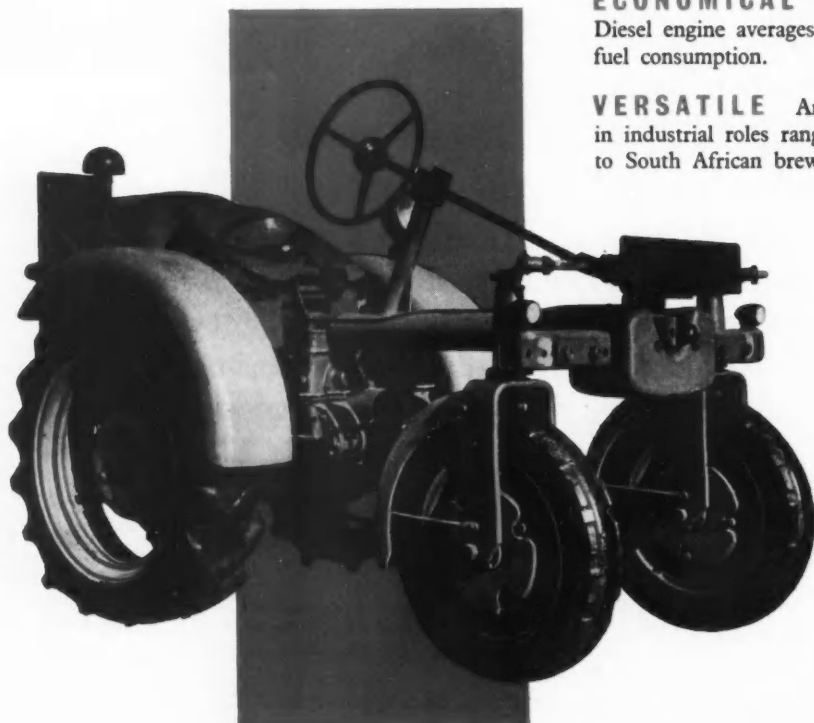
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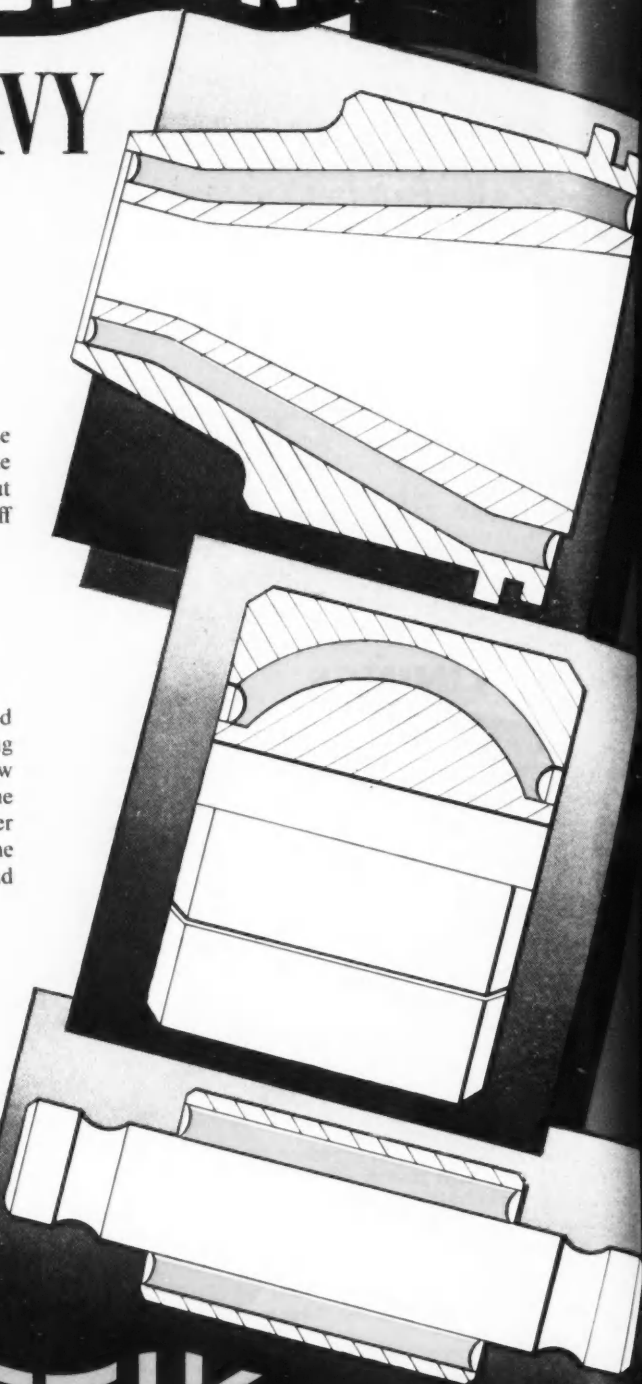
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AND USED COMMERCIAL VEHICLE SALES



The two Bedford 7-tonners and the M1 A.E.C. are shown waiting at Sheldon Motor Services for the other A.E.C. to arrive from London. The two A.E.C.s were only 14 min. apart at the finish, but there were 27 min. between the Bedfords.

a dangerous build-up of heat. The U.S. Royal 8.25-20-in. (12-ply) tyres were barely warm, however, so the M1 was quickly rejoined, only half a minute having been lost.

By this time we had passed several heavy vehicles which had obviously suffered tyre trouble, sights which had acted as an incentive for Colin Prebble and I to check the tyres of our own vehicle. It was disturbing to see that several of these vehicles had pulled off the main carriageway on to what are erroneously termed the "hard shoulders."

Not only do these not appear strong enough to bear the weight of even a fully laden four-wheeler, but they are scarcely wide enough to accommodate an 8-ft. wide lorry, which means that extreme care must be taken when using them.

Generally the traffic discipline on the road was of a high standard, and obviously the initial enthusiasm shown by the racing fiends on the opening Monday had started to wane.

It was noted that only those vehicles equipped with flashing direction indicators at front and rear were able to give really clear signals of their intention to overtake. Particularly useless were the old-fashioned semaphore type, which could scarcely be seen day or night, and when employed on a fast-moving car, have to battle with wind resistance. This results in their either not going out at all or, once out, refusing to go back.

I was able to keep the Bedford cruising comfortably at about 50 m.p.h., and because of the good grading of M1 (the maximum slope is 1 in 30) the minimum speed at any time once on the main part was 28 m.p.h. On slight down gradients the engine overran the governor to give a highest noted speed of 58 m.p.h. The Bedford's normal maximum speed on the flat was about 53 m.p.h.

The two-lane spur leading to Dunchurch (M45) was reached 1 hr. 16 min. after entering the motorway at Park Street, the distance involved being about 57 miles. A45,

eight miles farther on, was reached in 10 min., the somewhat sharp roundabout marking the end of the motorway having the useful effect of necessitating a sharp reduction in speed—provided that one knows it is there. The 65 miles from Park Street had been covered at an average speed of 45.2 m.p.h.

Once back on normal roads again, I cruised the Bedford at between 36-38 m.p.h. and reached the finishing point, Sheldon Motor Services, Sheldon, at 11.22 a.m. The distance from London was 107 miles. At this garage, arrangements had been made for all the vehicles to be refuelled, and our Bedford needed 7.2 gal. to top up its tank.

M1 A.E.C.: Tony Ellis was driving this vehicle and he reached Barnet 50 min. after leaving Temple Press. M10 was reached at 9.25 a.m., and the gradient was climbed in fourth gear. Thereafter he cruised the A.E.C. at 38 m.p.h., which is its maximum speed, and reached Dunchurch at 11.22 a.m.

The journey was completely uneventful, the minimum speed at any time on the motorway being 20 m.p.h., and only once was there need to change out of top gear. The Park Street-Dunchurch stretch of motorway had been travelled at an average speed of 33.3 m.p.h.—not bad for a 24-tonner with a maximum speed of 38 m.p.h.

Sheldon Motor Services was reached at 12.11 p.m., 3 hr. 57 min. after leaving Clerkenwell and 49 min. after the leading Bedford had arrived. The consumption rate was 8.05 m.p.g., and the average speed for the complete journey 27.2 m.p.h.

A5 Bedford: Frank Green, in the second Bedford 7-tonner, was not far behind me on the way out of London and reached the turn-off point to M10 4 min. after our Bedford had done so.

From then onwards hardly any traffic at all was encountered along A6 to St. Albans and northwards

densely populated café vehicle parks were almost deserted. At six cafés noted between Dunstable and Dunchurch, only 33 vehicles were parked outside, but between Dunchurch and the Coventry by-pass there were 28 vehicles using two cafés.

Frank experienced no hold-ups at St. Albans—in itself an amazing thing—and similarly went straight through Dunstable, Stony Stratford and Towcester as if his were the only vehicle on the road.

The Bedford was cruised at about 40 m.p.h., which Frank claimed to be a normal speed, and on down gradients it was allowed to run up to 45 m.p.h.

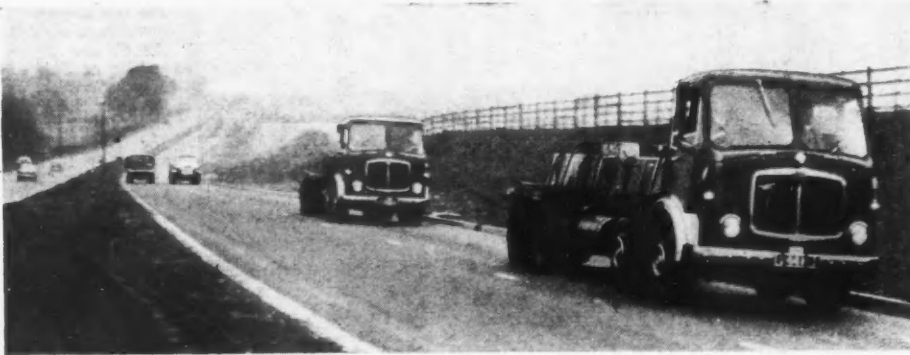
The 105-mile journey between Clerkenwell and Sheldon occupied only 3 hr. 35 min. Average speed was 29.2 m.p.h. and the overall consumption rate 15.4 m.p.g. I am sure that the fuel consumption would have been heavier had this journey been made before M1 was in operation, whilst the average speed was much higher.

A5 A.E.C.: A similar story was told by Terry Anstiss who took the second A.E.C. over the same route. He reported that any traffic that he did encounter was moving at a good speed and offered no obstruction.

It was obvious that not only was the absence of many goods vehicles making it possible to maintain a good average speed, but also the scarcity of cars was helping. As most drivers will tell, any chance of overtaking a slow-moving vehicle is often spoiled on such a road as A5 by cars coming in the opposite direction.

It is interesting to compare the time taken for this A5 A.E.C. to do the journey between the two ends of the motorway with the time taken for the M1 vehicle: the difference was only 14 min. Thus, as the table on page 506 shows, the vehicle journey times for the two sections south and north of the motorway were identical.

The top-up at Sheldon showed that the A.E.C. had averaged 7.73 m.p.g. for its "old-style" journey, the speed averaging 25 m.p.h.



(Left) It was getting dark by the time the four vehicles left Birmingham on the homeward journey. This picture was taken on A45 near Elmdon and shows the two A.E.C.s and one Bedford getting into their stride. The finishing point was the Lex garage in King's Cross Road, London.

Southbound Journeys

FOR the return journeys, the routes of the vehicles were reversed and the starting time from Sheldon was delayed until 4.5 p.m. so that experience of night driving on M1 could be obtained. Most of the journeys were made in heavy rain.

M1 BEDFORD: Guy Tidbury was at the wheel of this vehicle, and reached the Dunchurch end of the motorway 42 min. after leaving Sheldon, the distance involved being 22 miles. After a clear run along the motorway, the North Orbital Road was joined at 6.14 p.m., giving an average speed for the 65 miles of 46.5 m.p.h.

Guy found the traffic in north London appreciably heavier than it was in the morning on the way out, but he managed to reach the finishing point an hour after leaving M1.

M1 A.E.C.: For my return down M1 I drove the A.E.C. that Terry Anstiss had brought up A5 in the morning. M45 was entered 1 hr. 5 min. after leaving Sheldon, and once on the motorway I was able to keep up a steady 38-39 m.p.h. with the engine running on the governor.

The minimum speed at any time during the return journey was 21 m.p.h., and it was obvious that gradients on M1 are more favourable when running south. This meant that I was able to complete the section between Dunchurch and Park Street in 14 min. less than Tony Ellis took to drive the other A.E.C. northwards over the same stretch.

I was particularly pleased by the handling of this new vehicle. The driving position is one of the best that I have come across on a vehicle of this type. Gratifying also was the size of the Desmo type-74 7½ in. by 4½ in. rectangular mirrors, which provide an excellent range of vision on both sides of the vehicle. The vehicle behaved extremely well.

c34

INDIVIDUAL VEHICLE RESULTS

| Vehicle | Northbound (London, Clerkenwell, - to Birmingham, Sheldon) | | | | Southbound (Birmingham, Sheldon, to London, Clerkenwell) | | | |
|---------|---|--------------|-------------------|-------------------|---|--------------|-------------------|-------------------|
| | Running time | Fuel used | Average m.p.h. | Average m.p.g. | Running time | Fuel used | Average m.p.h. | Average m.p.g. |
| | hr. min. | gal. | | | hr. min. | gal. | | |
| Bedford | 3 35 | 6.825 | 29.2 | 15.4 | 3 6 | 7.0 | 34.6 | 15.3 |
| Bedford | 3 8 | 7.2 | 34.3 | 14.9 | 3 28 | 6.25 | 30.1 | 16.8 |
| A.E.C. | 4 11 | 13.6 | 25 | 7.73 | 3 42 | 12.125 | 29 | 8.85 |
| A.E.C. | 3 57 | 13.3 | 27.2 | 8.05 | 4 15 | 13.25 | 24.75 | 7.92 |

Figures in black type refer to journeys along M1.

My M1 journey was not entirely uneventful. A certain amount of excitement was provided by a fellow in a large Riley who went right past the approach road to one of the service areas and then suddenly changed his mind, braked and turned sharp left up the exit road less than 20 yd. ahead of us while we were doing 38 m.p.h.

Because of the more favourable grading, appreciably less fuel had been used on this run than on any of the other journeys and the consumption rate was 8.85 m.p.g. This was despite the fact that both on and off the motorway I had driven the vehicle almost continuously at full throttle.

A5 Bedford: Frank Green took the other 7-tonner back to London along A5, and once again the journey was quite uneventful, although there seemed to be a little more traffic on the road than there had been in the morning. Nevertheless he managed to reduce the journey time by 7 min. compared with that taken by the other Bedford on the outward journey, and the trip was only 22 min. longer than the time taken by the M1 vehicle.

The consumption rate for this return run along A5 was slightly better than that recorded by the M1 vehicle running in the same direction, and better also than those recorded by the Bedfords when running north.

From this it is clear that use of M1 slightly increases the fuel consumption on a standard vehicle of this size. It also shows that along either road better fuel-consumption figures can be expected on southbound journeys than

in the reverse direction. This applied to the A.E.C.s as well.

A5 A.E.C.: Ron Taafe drove the second A.E.C. back to London along A5 and he reported a noticeably larger number of lorries at each of the cafés which he passed between 5-6 p.m. than had been observed in the morning, suggesting that a return to A5 had already started. Traffic was not thick, however, and the 105-mile journey was completed at an average speed of 24.75 m.p.h. This is good for a 24-ton-gross vehicle.

The A.E.C. results show that the M1 fuel-consumption figures are better in each direction than the A5 figures. This was undoubtedly because vehicles of this type are likely to be running at full throttle on either road, but that A5 would demand more gear changing. M1, even with a heavy vehicle, can be traversed almost from end to end in top gear.

Although this top-gear performance on M1 also applies to the Bedfords, they would be running at full throttle on M1 but not on A5. It must be remembered also that the Bedfords had two-speed axles, which gave eight forward ratios compared with the five of the A.E.C.s, and so helped on hills and in towns.

General impressions of the motorway were more than favourable, with the exception of the danger of the soft "hard shoulders." A particular danger in this is that if a bogged-down vehicle has to be dragged off, the recovery vehicle has to straddle the carriageways: a great hazard in fog.

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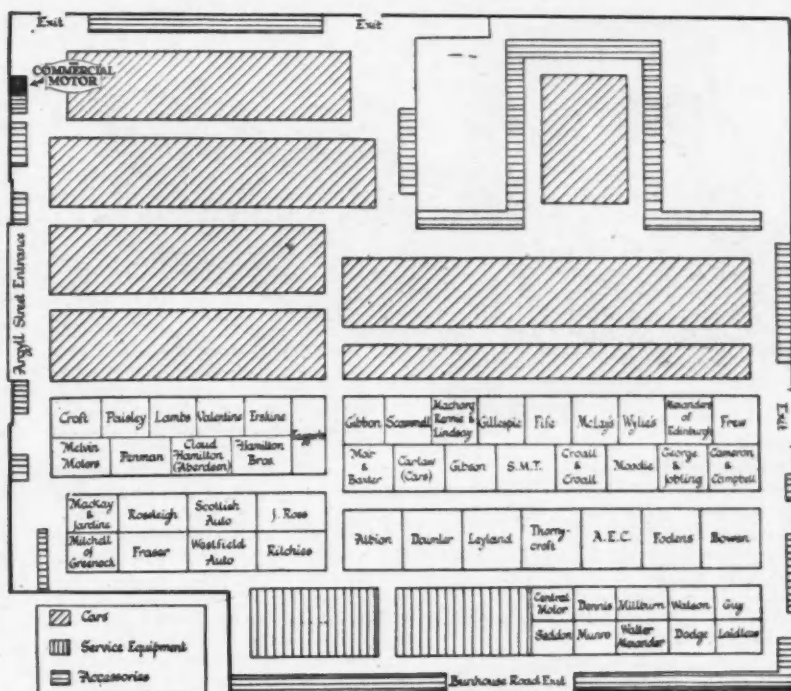
WHERE—WHEN— HOW MUCH

THE 42nd biennial Scottish Motor Exhibition opens at Kelvin Hall, Glasgow, today and closes on Saturday, November 21. Except on Sunday it is open from 10 a.m. to 9 p.m. Lord Selkirk, First Lord of the Admiralty, will open the exhibition officially at noon today, and on Monday will be the principal guest at the Scottish Motor Exhibition Banquet.

Prices of admission are as follows:—
Wednesday, November 18, 10 a.m.—5 p.m., 10s.; 5 p.m.—9 p.m., 2s.;
Tuesday, November 17, 10 a.m.—9 p.m., 5s.; Saturdays, 10 a.m.—2 p.m., 5s., 2 p.m.—9 p.m., 2s.; other days, 10 a.m.—5 p.m., 5s., 5 p.m.—9 p.m., 2s. For children under 14 years of age these prices are halved.

On the right is a plan of the exhibition hall. The stands on which over 125 commercial vehicles appear are marked with the holders' names. Division of the other stands is indicated by shading and the key at the bottom left corner of the plan.

"The Commercial Motor" stand is just to the left of the Argyle Street entrance.



AFTER the spate of new models introduced last year at the London Commercial Motor Show, it is not surprising that completely new vehicles are something of a rarity at the 42nd Scottish Motor Exhibition which opens at Kelvin Hall, Glasgow, today. As at the previous Scottish Show in 1957, 23 makes are on display, but Seddon are now stand holders, making the number of manufacturers exhibiting 11. The remainder of the 52 stands which feature commercial vehicles are occupied by distributors.

Local interest is sustained by new Albion models. These are the Chieftain Series II chassis which supersede the Chieftain Series I range introduced at Earls Court last year. The new vehicles retain many features of the previous models, including the easy-entry forward-control cab, but have a new, higher-powered four-cylindrical oil engine and an improved braking system. Also to be seen for the first time at an exhibition is the latest Albion Reiver light six-wheeler, powered by the Leyland O.375 oil engine, for 10-ton payloads.

Those operators concerned with local-delivery work will find much to interest them on stands showing the new Austin and Morris F.G. forward-control range of 2-, 3- and 4-ton models described fully on page 483 of this issue. The cab fitted to these vehicles provides exceptional all-round vision and greatly simplifies access to both the drivers' and passengers' seats.

Leyland have several versions of

Over 125 Vehicles at Kelvin Hall

their revised 12-ton-gross Comet range, designated the CS3, on view and making their debut at a show.

In addition to two vehicles with their attractive forward-control cab inside the hall, Guy have the prototype of their advanced Wulfrunian low-height double-deck bus in the demonstration park. This model has a front entrance, disc brakes and air suspension at all wheels.

Other innovations include the Bedford and Dodge forward-control 12-ton tractor units, the Dodge 6-tonner with the new Perkins Six 305 engine, and the recently introduced Seddon 16-ton-gross tractor unit with Scammell coupling gear and the Seddon SD4 24-ton-gross prime mover.

A directory and quick guide to the accessory and workshop equipment stands are given on pages 514-517. New products are also described.

A.E.C.

Stand 116—A.E.C., Ltd., Squire Street, Whiteinch, Glasgow.

TWO representative vehicles from the A.E.C. goods and passenger ranges are shown. The lorry is a Mercury Mark II 14-ton-gross platform vehicle of 17-ft. 3-in. wheelbase powered by an A.E.C. 7.7-litre six-cylindrical direct-

injection oil engine developing 112 b.h.p. at its maximum rated speed of 2,000 r.p.m.

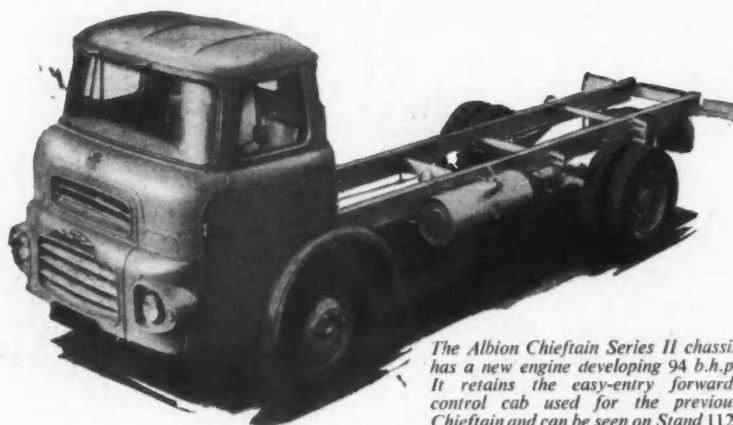
A five-speed synchromesh gearbox is incorporated, and the rear axle of the vehicle displayed is a spiral-bevel unit. The single-speed double-reduction axle, which is an option for this chassis, is shown separately in sectioned form. Other features of the Mercury specification include air-pressure brakes and helper springs for the rear suspension as standard.

Scottish Omnibuses, Ltd., are to operate the other vehicle shown. This is a 16-ft. 4-in. wheelbase underfloor-engined Reliance coach chassis with a 30-ft. single-deck body by Walter Alexander and Co. (Coachbuilders), Ltd.

Powered by an A.E.C. 6.75-litre 98 b.h.p. horizontal oil engine, the Reliance has a five-speed gearbox and a spiral-bevel rear axle similar to that of the standard Mercury. Brakes are hydraulic with vacuum assistance, and 9.00-20-in. (10-ply) tyres are fitted.

On the engine the drive to the dynamo and water pump is now by gears. The Alexander body is of light-alloy construction with 41 seats and provides good luggage capacity in a boot and containers on each side of the body concealed by traps in the skirting.

A sectioned working model of the A.V. 690 11.3-litre six-cylindrical oil engine completes the display.



The Albion Chieftain Series II chassis has a new engine developing 94 b.h.p. It retains the easy-entry forward-control cab used for the previous Chieftain and can be seen on Stand 112.

ALBION

Stand 112—Albion Motors, Ltd., Scotstoun, Glasgow, W.4.

Stand 121—Millburn Motors, Ltd., 51-79 Millburn Street, Glasgow, N.1.

Stand 126—Walter Alexander and Co. (Coachbuilders), Ltd., Glasgow Road, Falkirk.

PRIDE of place on the Albion stand goes to a representative of the new Chieftain Series II range, described in *The Commercial Motor* last week. The show vehicle is a 13-ft. 6-in. wheelbase CH3AXL haulage model in chassis-and-cab form.

It is powered by the new Albion 5.5-litre four-cylindrical oil engine, which develops 94 b.h.p. at 2,200 r.p.m., 252 lb.-ft. torque at 1,250 r.p.m., and differs structurally from the former Chieftain engine in having a nitrided crankshaft with replaceable strip bearings and a C.A.V. DPA-type injection pump incorporating a hydraulic governor.

A revised layout has been adopted for the hydraulic clutch withdrawal mechanism, and the vehicle on display has the optional sixth-speed overdrive ratio added to its constant-mesh gearbox. As before, the Albion double-reduction rear axle is used, but the braking system is now assisted by a 9½-in.-diameter Hydrovac unit. The Chieftain Series II haulage range is rated for a gross weight of 10½ tons.

Also shown in chassis-cab form is an Albion Reiver 6 x 4 model for 10-ton payloads. An interesting feature of this chassis is the manner in which the drive

is conveyed from a relay gearbox, behind the main five-speed unit, through separate shafts to the two bevel-drive double-reduction rear axles. A Leyland O.375 110 b.h.p. oil engine powers the Reiver.

Both the Reiver and the Chieftain have the easy-entry forward-control cab first introduced for the Series I Chieftain last year. This is of pressed-steel construction and incorporates a step ahead of the front axle normally covered by the leading edge of the door.

The third exhibit on the Albion stand is a Claymore underfloor-engined delivery vehicle chassis with a boxvan body. It can carry a 5-ton payload and is powered by the Albion 4.1-litre four-cylindrical horizontal oil engine which produces 72 b.h.p. at 2,000 r.p.m. A 5.5-litre engine complete with six-speed gearbox, and a sectioned double-reduction axle are included in the Albion display.

Millburn Motors show a Clydesdale CD.21TR tractor with the standard Albion cab. It is designed to operate at a gross train weight of 18 tons. Albion passenger vehicles are represented by a Nimbus on the Walter Alexander stand. This has a 29-seat coach body.

ATKINSON

Stand 108—John Mitchell of Greenock, Ltd., 4 Gray Place, Greenock.

AGARDNER 5LW 7-litre oil engine, producing 94 b.h.p. at 1,700 r.p.m. and 300 lb.-ft. torque at 1,300 r.p.m., powers the Atkinson L745L 16-ft. wheelbase chassis shown on this stand. It has a five-speed constant-mesh gearbox and

an overhead-worm rear axle. Vacuum assistance is provided for the hydraulic braking system, and tyres are 11.00-20 in. (12-ply). The vehicle has a 20-ft. platform body manufactured by the exhibitors, and a standard Atkinson plastics cab with a wrap-round windscreen.

AUSTIN

Stand 86—Taggart's (Motherwell), Ltd., Knowetop, Motherwell.

Stand 88—Valentine's Motors, Ltd., City Hall Square, Perth.

Stand 89—Lambs Garage, Ltd., Trades Lane, Dundee.

Stand 93—A. C. Penman, Ltd., Dumfries.

Stand 96—Moir and Baxter, Ltd., Comely Bank, Edinburgh.

Stand 97—Carlaw (Cars), Ltd., 32-52 Finnieston Street, Glasgow, C.3.

Stand 108—John Mitchell of Greenock, Ltd., 4 Gray Place, Greenock.

INTEREST on Taggart's stand is centred upon the Austin 2-ton 200 model. This is a member of the new Austin medium-weight range described on page 483. It has the ingenious F.G. forward-control cab giving easy access and a remarkable range of vision.

The 2-tonner on show is powered by the B.M.C. 3.4-litre 68 b.h.p. oil engine and carries a drop-sided body. Also displayed by Taggart's is a tipping vehicle based on the Austin 7-ton forward-control chassis in which is a 5.1-litre oil engine. This vehicle is equipped with automatic chassis lubrication.

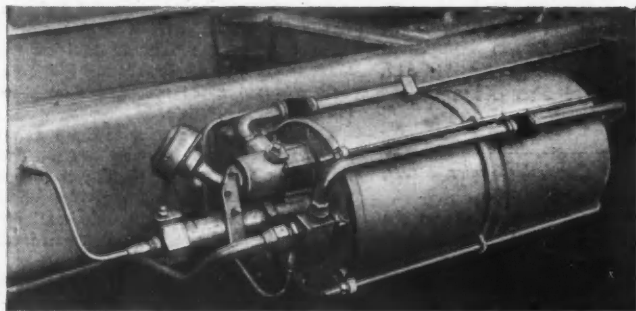
A 3-ton oil-engined model from the new low-loading range is exhibited by Penman. This vehicle also has the new F.G. cab, and other ways in which it differs from its predecessor include the use of 16-in.-diameter wheels and a vacuum-assisted braking system. An Austin A152 Omnivan is also shown.

A mobile showroom body for the Scottish Gas Board mounted on a 3-ton forward-control chassis is featured on the John Mitchell stand. The vehicle has a 3.4-litre oil engine and a composite body.

Penman have a forward-control 30-cwt. chassis with their own mobile-shop body. Half of the body is fitted out as a baker's shop and the other part for the dispensing of groceries. Also on this stand is a 7-ton forward-control chassis with a Penman two-deck cattle body panelled in corrugated aluminium sheets.

A Martin Walter mobile-shop conversion of the A152 15-cwt. chassis can be inspected on the Lambs Garage stand. It has a raised translucent roof giving adequate headroom and a light interior. Also exhibited is an Austin Gipsy 4 x 4 utility vehicle which has independent rubber suspension at all wheels and several other features of outstanding technical interest.

(Continued on page 509)



For the Albion Chieftain Series II chassis the hydraulic braking system is now assisted by a Clayton Dewandre HSR.1/950 unit which has an integral reservoir. This detail can be inspected on Stand 112.


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GOOD YEAR

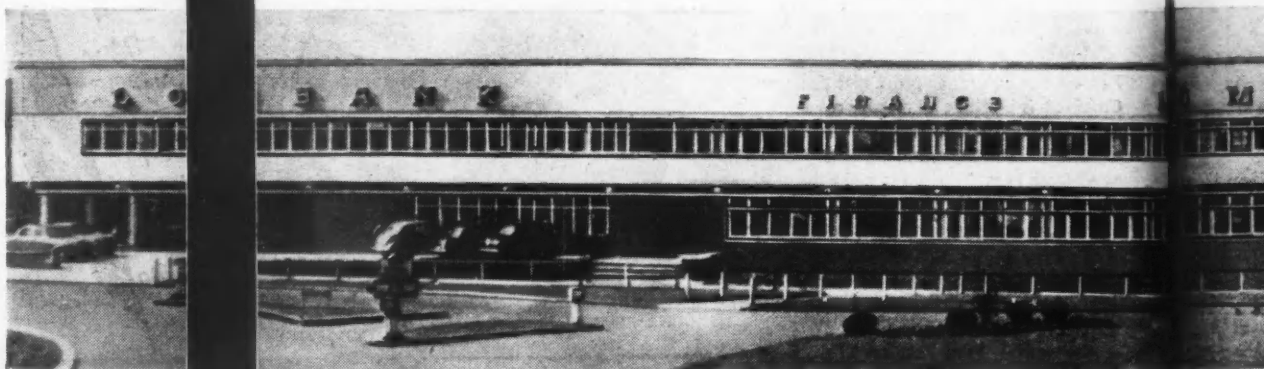
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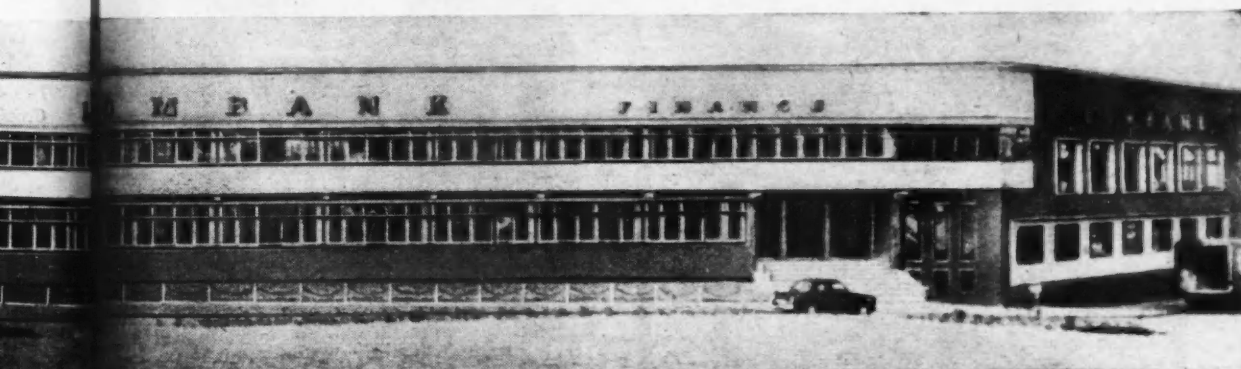
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This unique dual-purpose vehicle fitted with its own blower can be used either as a Bulk Container (as shown) which will discharge its 8 ton load to a height of 100 feet in 20 minutes, or alternatively with a conventional Tipping Body. Both the pressurised Container and the Tipping Body, which are of aluminium alloy, are provided with pyramid-shaped feet fitting into sockets on the chassis sub-frame, and are thus completely interchangeable. Each weighs approximately 8 cwt., and the change-over from Bulk Container to Tipper is made in only 8 minutes.

If required, an existing Tipping Body can be modified at only small cost to carry the Container *inside* it.

One of these vehicles may be seen at the Scottish Motor Exhibition, November 13-21, Kelvin Hall, Glasgow, on Stand No. 118 of James Bowen & Sons Ltd., 45-59 Pitt Street, Edinburgh, 2.

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Other Austin vehicles are shown by Valentine's Motors and Carlaw (Cars), Ltd. These are a 4-ton drop-sider and a 5-ton forward-control long-wheelbase chassis respectively.

BEDFORD

Stand 99—S.M.T. Sales and Service, Co., Ltd., 39 Fountainbridge, Edinburgh.

Stand 100—Croall and Croall, York Lane, Edinburgh.

Stand 107—Mackay and Jardine, Ltd., West Cross, Wishaw.

Stand 122—Watson Bros. (Airdrie), Ltd., High Street, Airdrie.

PROMINENT on the S.M.T. stand is a Duple Super Vega 41-seat coach based on the Bedford passenger chassis. The vehicle has the 300-cu.-in. oil engine, which also powers the 7-ton dump truck shown. The dumper has a 6-cu.-yd. all-steel body with Pilot tipping gear on a short-wheelbase forward-control chassis. It has a four-speed gearbox, a two-speed rear axle and, for arduous operation, a sitch-plated chassis frame and 9.00-20 in. (12-ply) cross-country tyres.

S.M.T. display as well a 4-ton normal-control long-wheelbase chassis in which is the 200-cu.-in. oil engine. This vehicle is one of the Bedford J range, introduced last year and making its first appearance at a Scottish Show. Noteworthy points are the use of 16-in.-diameter wheels and the practical cab. The model on view has an S.M.T. drop-sided body.

Watson Bros. show an oil-engined forward-control 7-tonner with a Weston tipping body and gear. It has a two-speed axle and heavy-duty chassis equipment. A new Martin Walter 12-seat conversion of the Bedford CAL 102-in.-wheelbase 15-cwt. van is also on display, accompanying a 90-in.-wheelbase CA chassis fitted with Smith's Cornette III ice-cream-dispensing bodywork.

Another tipper is exhibited by Mackay and Jardine. It is a long-wheelbase 7-ton forward-control chassis with a 300-cu.-in. oil engine and a two-speed axle. Edbro tipping gear is fitted beneath the Homalloy light body. Also on this stand is a 6-ton oil-engined normal-control

chassis and cab with a Telehoist tipping body.

The display is completed by a Martin Walter Workabus 12-seat conversion of the CA van, and a Kenex Kenebrake Special model on a similar chassis. A standard Kenebrake conversion of the chassis is shown by Croall and Croall.

COMMER

Stand 92—Melvin Motors, Ltd., 25-41 Kingston Street, Glasgow, C.S.

Stand 94—Claud Hamilton (Aberdeen), Ltd., 254 Union Street, Aberdeen.

Stand 95—Hamilton Bros., Ltd., Ralston Garage, 255 Glasgow Road, Paisley.

Stand 104—James Ross and Sons (Motors), Ltd., Lochrin, Tollcross, Edinburgh, 3.

Stand 105—The Scottish Automobile Co., Ltd., 7-8 Queensferry Street, Edinburgh, 1.

Stand 127—Munro Motors (Glasgow), Ltd., 243 Garriock Road, Glasgow.

BOTH Commer vehicles on the Melvin Motors stand are powered by the Rootes opposed-piston two-stroke oil engine. One is a 7-ft. 10-in. wheelbase forward-control tractor for 12-ton payloads. It has Scammell automatic coupling gear. A 9-ft. 7-in. wheelbase forward-control 7-tonner is the other vehicle shown. This model has a five-speed constant-mesh gearbox, whilst both vehicles have the air-hydraulic braking system offered as an option to the standard vacuum-assisted equipment.

A special exhibit is a sectioned working model of the multi-fuel version of the TS3 engine, which will run satisfactorily on fuels ranging from diesel oil through the kerosenes to low-octane petrol.

A Cob 7-cwt. van, in company with a forward-control 30-cwt. van, is shown by Claud Hamilton. The Cob has a 43 b.h.p. petrol engine and a four-speed synchromesh gearbox. A 2.2-litre 48.5 b.h.p. oil engine powers the larger van, which has a capacity of 300 cu. ft. The Perkins C305 almost-horizontal oil engine fitted to Commer medium-weight chassis is displayed separately.

This engine is found in the 5-ton forward-control drop-sider exhibited by

Hamilton Bros. It develops 87 b.h.p. and, in this application, is matched to a four-speed constant-mesh gearbox. Also shown are a Superpoise 15-cwt. all-steel pick-up of 9-ft. 4-in. wheelbase powered by a 56 b.h.p. petrol engine, and a Commer five-speed constant-mesh gearbox offered optionally for the larger models.

The recently introduced 1-ton forward-control van (which is in effect the 30-cwt. model shortened by 1 ft.) is to be seen on the James Ross stand. A steel body with a capacity of 280 cu. ft. is mounted on the 9-ft. 3-in. wheelbase chassis, and the vehicle on show has a 48.5 b.h.p. oil engine. A 7-ton oil-engined drop-sider of 13-ft. 6-in. wheelbase displayed has the standard four-speed synchromesh gearbox and vacuum-assisted brakes. The TS3 engine in normal form is another exhibit.

The Scottish Automobile Co. have a similar 7-ton drop-sider on show, but with the five-speed constant-mesh gearbox. They also display an Express delivery van with 109-cu.-ft. capacity and a 49 b.h.p. petrol engine.

A Perkins P6 oil engine is fitted in the Superpoise 5-ton normal-control tipping vehicle shown by Munro Motors. It has a four-speed constant-mesh gearbox and vacuum-assisted brakes. Also on view is a 30-cwt. forward-control van with a four-cylindrical 48.5 b.h.p. petrol engine. The 2.2-litre oil engine, which is an option for this vehicle, appears as a separate exhibit.

DAIMLER

Stand 113—Transport Vehicles (Daimler), Ltd., Coventry.

A COMPLETE 73-seat double-deck bus dominates this stand. The CSG 6-30 chassis has a front-entrance high-bridge body by the Northern Counties Motor and Engineering Co. Powered by a Gardner 6LW 8.4-litre oil engine developing 112 b.h.p., the model has a David Brown gearbox with Porsche-type synchronizers for all forward gears. Air-pressure brakes are included.

The Daimler chassis exhibit is the CVD 6-30 model with a CD.6 Mark VIII 8.6-litre direct-injection engine. Coupled to this engine is a Daimler Diamatic semi-automatic gearbox with two-pedal control. This chassis also has air-pressure brakes, and automatic lubrication equipment employing flexible nylon tubing. Nylon is also used for the fuel pipes.

The chassis has been designed to operate with little servicing under difficult conditions. The front of the frame is boxed to increase rigidity, and the semi-full front-end and cab structure is in plastics to reduce the weight imposed on the front axle.

A turbocharged version of the CD.6 Mark VIII engine is on show as a separate exhibit. Normally aspirated, this unit produces either 118 b.h.p. at 1,800 r.p.m. or 125 b.h.p. at 2,000 r.p.m. With pressure charging, the outputs are increased to 135 b.h.p. or 148 b.h.p. at the same speeds. Maximum torque at

c41



This Thames Trader coach, which recently completed a non-stop journey from London to Moscow in 45 hours, is to be found in the demonstration park. It has a 6D oil engine, four-speed gearbox, two-speed rear axle and a Duple 20-seat body incorporating a toilet and a small galley.

1,250 r.p.m. is raised from 358 lb.-ft. to 440 lb.-ft.

The Diamatic gearbox, which is available in all air-braked Daimler chassis, is another exhibit. This unit is a direct-air-operated four-speed epicyclic gearbox with electrical controls. Also displayed is the automatic "strut" brake adjuster manufactured under Clayton Dewandre licence. This device is on the CVD 6-30 chassis exhibited.

DENNIS

Stand 119—Central Motor Co. (Calderbank), Ltd., Calderbank, Airdrie.

Stand 120—Dennis Bros., Ltd., Guildford, Surrey.

TWO examples from the extensive Pax III forward-control range form the Dennis display. A 14-ft. 6-in. wheelbase chassis with a 5.1-litre oil engine, five-speed gearbox and spiral-bevel rear axle carries a special body made up of a platform, the front half of which is built up to form a boxvan with sliding doors. Telescopic dampers are fitted at the front axle, which has cam-and-double-roller steering gear. Tyres are 9.00-20-in. (12-ply) all round.

The other Pax chassis carries a six-compartment 900-gal. semi-elliptical tank. It is designed for carrying and dispensing lubricating oil, and is known as the D.B.10. The compartments in the tank each contain a different grade of oil and discharge through six separate outlets. The dispensing apparatus consists of six pumps, driven from the top gearbox power take-off, discharging the oil through delivery hoses mounted on drums. The hoses can each be extended to 30 ft.

Wheelbase of the tanker is 11 ft. 9 in., and it is powered by a B.M.C. 5.1-litre direct-injection oil engine which produces 105 b.h.p. at 2,600 r.p.m. A Dennis four-speed gearbox is fitted and the brakes are vacuum assisted.

The Central Motor Co. show a Dennis Pax II 13-ft. 2-in. wheelbase chassis with the B.M.C. 5.1-litre engine. It has the standard cab and an 18-ft. 3-in. long platform body.

DODGE

Stand 111—Ritchies, Ltd., 36-44 Renfrew Street, Glasgow, C.2.

Stand 118—James Bowen and Sons, Ltd., 45-59 Pitt Street, Edinburgh, 3.

Stand 125—Dodge Bros. (Britain), Ltd., Mortlake Road, Kew, Surrey.

THE 6-ton forward-control tipper exhibited by Dodge has the Perkins Six 305 5-litre oil engine, which is now a standard option for this chassis. The new power unit produces 87 b.h.p. at 2,600 r.p.m. In the 6-tonner it is matched with a five-speed gearbox. A similar vehicle is shown by Ritchies.

The other vehicle on the Dodge stand is the new 12-ton forward-control tractor powered by the Leyland 110-b.h.p. engine, and it is displayed coupled to a York semi-trailer. A five-speed gearbox and an Eaton 18/500 two-speed axle with electrical shift mechanism are included in the specification. The tractor has a wheelbase of 8 ft. 4 in. and can accommodate semi-trailers up to 26 ft. long.

Ritchies' two other exhibits are both 7-tonners. One is a short-wheelbase tipper and the other a long-wheelbase platform lorry. James Bowen have a 7-ton chassis and cab with a Bonallack bulk-cement container.

E.R.F.

Stand 118—James Bowen and Sons, Ltd., 45-59 Pitt Street, Edinburgh, 3.

A FOUR-WHEELED and an eight-wheeled chassis may be inspected here. The four-wheeler is an E.R.F. 54.G2 14-ton-gross vehicle of 15-ft. 10-in. wheelbase with a 20-ft. body giving a payload capacity of approximately 8½ tons. Power is provided by a Gardner 5LW 94 b.h.p. five-cylindrical oil engine.

A five-speed constant-mesh gearbox with direct-drive top gear is specified, and its ratios are doubled by the use of an Eaton 18.800 two-speed axle for the final drive. Electric shift mechanism is employed for the axle, which has ratios of 5.14 and 7.02 to 1 providing a maximum speed of 40 m.p.h. and a claimed gradient ability of 1 in 3.7 at 14 tons gross. Suspension

is by semi-elliptic leaf springs with assistance by rubber helper units at the front axle. The hydraulic braking system is assisted by a Hydrovac.

A Gardner 6LX 10.45-litre six-cylindrical oil engine powers the 68.GX eight-wheeler shown. This engine produces 150 b.h.p. at 1,700 r.p.m. In the 18-ft. wheelbase chassis it is mounted in unit with a five-speed constant-mesh gearbox. Drive is taken from the gearbox output flange to the double-drive balance-beam-type rear bogie by a two-piece propeller shaft.

With a typical 24-ft. body, the 68.GX can carry a payload of approximately 16½ tons.

FODEN

Stand 117—Fodens, Ltd., Sandbach, Cheshire.

A PAYLOAD of approximately 18 tons can be carried on the FED6/30 dumper exhibited by Fodens. The six-wheeled vehicle has a half-cab and an 11-cu.-yd. body reinforced with angle iron on the floor and bulkhead. The engine is a Foden FED Mark III six-cylindrical supercharged two-stroke oiler which is now rated to develop 150 b.h.p. at 2,400 r.p.m. and 365 lb.-ft. torque at 1,500 r.p.m.

A 12-speed double-underdrive gearbox multiplies the drive to the two double-reduction rear axles, which have a ratio of 5.2 to 1. The dumper has 11.00-24-in. (14-ply) front tyres and 15.00-20-in. (24-ply) equipment at the rear.

A Foden six-cylindrical supercharged engine is also used for the KE6/24 eight-wheeler. This model, which is shown in chassis-and-cab form, is suitable for a 24-ft. body. It has a five-speed gearbox and one driven axle in the rear bogie.

A powerful six-wheeled tractor for independent trailers completes the display. This is an HGTU6/20 chassis with a special cab and a small body containing over 6 tons of ballast. It is 8 ft. wide and has a double-drive rear bogie made up of two double-reduction rear axles suspended on heavy-duty springs.

The engine is a Gardner 6LX 10.45-litre oiler producing 150 b.h.p. at 1,700 r.p.m., driving through a 12-speed double-underdrive gearbox. Hydraulic power assistance is provided for the steering, and the tractor is fitted with a Darlington 70 winch.

GUY

Stand 123—Guy Motors, Ltd., Fallings Park, Wolverhampton.

BOTH vehicles exhibited by Guy have the handsome forward-control cab first seen at Earls Court last year. One is an Invincible Mark II four-wheeled tractor of 8-ft. 9-in. wheelbase fitted with a fifth-wheel coupling. This vehicle is powered by a Gardner 6LX 10.45-litre 150 b.h.p. oil engine, and has a six-speed gearbox and a double-reduction rear axle.

(Continued on page 511)



This bulk cement carrier is shown by James Bowen and Sons, Ltd., on Stand 118. It consists of a Dodge 7-ton chassis and standard cab on which is mounted a Bonallack cement container. The load is discharged by air pressure.

This is my life...

says Mr. Tyresoles



1934

Rock-a-bye, Baby! In '34
Nobody knows what lies in store
I'm just a brain-child, bright but untried
What do the mists of the future hide?



1935-1938

Little Boy Scout—now I'm getting around.
Building, expanding, breaking new ground
Taking the motoring world en-tyre
Remoulding it nearer to heart's desire.



1939-1945

War is upon us! And off I go
Desert and battlefield, sun and snow
Servicing wheels with a sturdy tread
Keeping them fit for the miles ahead.

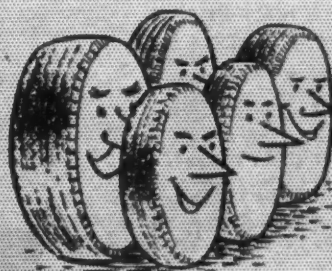
TYRESOLES

*Leaders in retreading for 25 years!...
and still leading.*



1946

Back into civvies—a sterling chap
Fighting inflation, the old dollar gap
Making the mileage grow more, not less
All with the blessing of M.O.S.



1949

Wee Willie Wyresoles now comes to town
Just like his pa—but claws in his crown!
L.R.J., Weathersoles, born without fuss
I'm a proud parent—TYRESOLES PLUS!

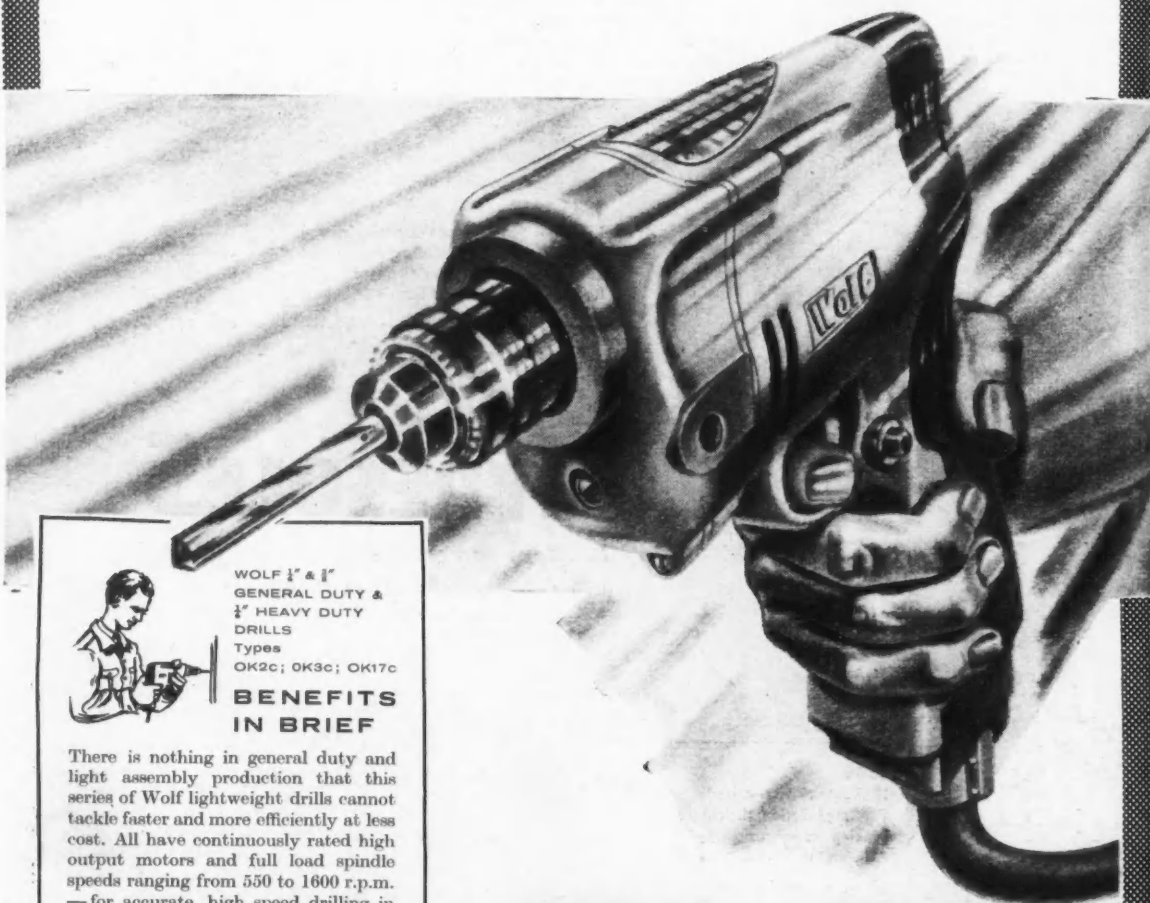


1959

Twenty-five years! I'm now in my prime
Young and still growing, mellowed with time
Here's to those years of expansion and drive
Family and friends—and the next twenty-five!



INDUSTRY'S DEMAND
IS EXACT BUT SIMPLE . . . Power Tools
efficient, reliable . . . to cut time, labour and minimise
effort. Industry demands Wolf and that speaks volumes



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GENERAL DUTY &
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DRILLS
Types
OK2c; OK3c; OK17c

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There is nothing in general duty and light assembly production that this series of Wolf lightweight drills cannot tackle faster and more efficiently at less cost. All have continuously rated high output motors and full load spindle speeds ranging from 550 to 1600 r.p.m. — for accurate, high speed drilling in metal sheet, alloy, wood, brickwork, masonry etc.

$\frac{1}{2}$ " General Duty Drill type OK2c £10.15.0
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The other vehicle is a 10-ft. 6-in. wheelbase Warrior chassis carrying a Telehoist 6-cu.-yd. tipping body with tipping gear of similar manufacture. A steel lining is fitted to the wooden body. The Warrior has a 6.17-litre six-cylindrical oil engine, with outputs of 110 b.h.p. at 2,400 r.p.m. and 285 lb.-ft. torque at 1,100 r.p.m., driving a two-speed rear axle through a six-speed gearbox.

KARRIER

Stand 87—T. M. Erskine and Co., Inchinnan Road, Renfrew.

Stand 92—Melvin Motors, Ltd., 25-41 Kingston Street, Glasgow, C.5.

Stand 94—Claud Hamilton (Aberdeen), Ltd., 254 Union Street, Aberdeen.

Stand 95—Hamilton Bros., Ltd., Ralston Garage, 255 Glasgow Road, Paisley.

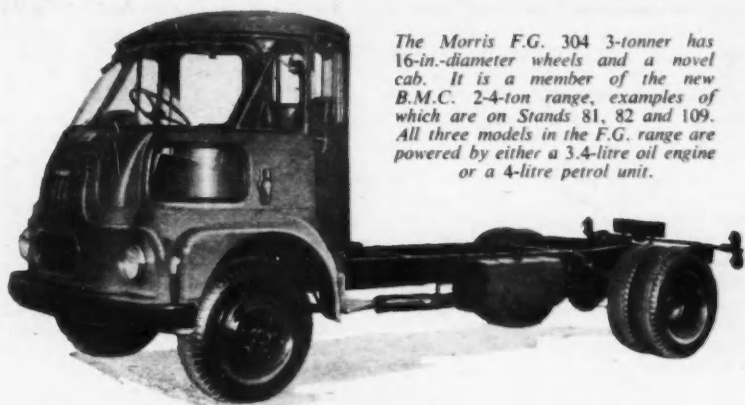
Stand 104—James Ross and Sons (Motors), Ltd., Lochrin, Tollcross, Edinburgh, 3.

Stand 105—The Scottish Automobile Co., Ltd., 7-8 Queensferry Street, Edinburgh, 1.

THREE Karrier vehicles displayed by T. M. Erskine are a 1-ton forward-control mobile butcher's shop, another mobile shop based on a Bantam chassis, and a Bantam 4-5-ton tractor. Both the shop-bodied vehicles have four-cylindrical petrol engines, whilst the tractor, which has a J-type automatic coupling, is powered by the 2.2-litre 48.5 b.h.p. oil engine used for the lighter Commer models.

This engine is also fitted to the Bantam 2-3-ton forward-control van shown on Melvin Motors stand. This 10-ft. 2-in. wheelbase vehicle has 27 x 6-in. tyres. Claud Hamilton have on their stand a Gamecock 3-4-ton platform lorry with a wheelbase of 11 ft. 9 in. The Gamecock has the Perkins C305 six-cylindrical oil engine introduced last year.

It has a capacity of 5 litres and produces 87 b.h.p. at 2,000 r.p.m. and



The Morris F.G. 304 3-tonner has 16-in.-diameter wheels and a novel cab. It is a member of the new B.M.C. 2-4-ton range, examples of which are on Stands 81, 82 and 109. All three models in the F.G. range are powered by either a 3.4-litre oil engine or a 4-litre petrol unit.

208 lb.-ft. torque at 1,400 r.p.m. In the Gamecock it is inclined at an angle of 24 degrees from the horizontal to allow it to be mounted beneath the cab seat.

Various permutations of the Bantam 2-3-ton chassis are shown by the other exhibitors of this marque. Hamilton Bros. have an oil-engined platform lorry of 8-ft. 2-in. wheelbase, whilst James Ross show a 10-ft. 2-in. wheelbase model with a petrol engine. A 2-ton tipping version of the shorter chassis can be seen on the Scottish Automobile stand in addition to an oil-engined 2-3-tonner with mineral-water-carrying bodywork.

LAND-ROVER

Stand 85—James Gibbon (Motors), Ltd., 385 Parliamentary Road, Glasgow, C.4.

Stand 106—Rossleigh, Ltd., 32 Shandwick Place, Edinburgh, 2.

THREE Land-Rovers are to be seen on the stand occupied by James Gibbon. Two of these are 88-in. wheelbase models, one with a petrol engine and the other with the Rover four-cylindrical oil engine.

An oil engine is mounted also in the other Land-Rover. This is the 109-in.-wheelbase version. Additional exhibits are a special display chassis with a sectioned petrol engine, and a separate cut-away oil engine.

Rossleigh have a petrol-engined 88-in. wheelbase model, and the longer chassis with an oil engine. The only station wagon shown is to be found here, and it is based on a short-wheelbase petrol-engined chassis. It can carry seven passengers and 200 lb. of cargo or five passengers and 200 lb. of goods off the road.

Austin duplicate the Morris F.G. range, the only difference between the two manufacturers' models being the design of the front grille. The Austin 2-tonner shows clearly how the angled doors simplify entry, whilst the slim windscreen pillars and the front quarter-lights give excellent vision.

LEYLAND

Stand 98—John Gibson and Son, Ltd., Jameson Place, Leith, Edinburgh, 6.

Stand 114—Leyland Motors, Ltd., 4 Newton Place, Charing Cross, Glasgow, C.3.

Stand 121—Millburn Motors, Ltd., 51-79 Millburn Street, Glasgow, N.1.

THE main exhibit on the Leyland stand is a representative of the recently introduced Comet CS3 12-ton-gross range. It is a CS3.3R model with a 21-ft. platform body and a 1,089-cu.-ft. container built by Holmes (Preston), Ltd.

The new Comets have the all-steel cab used previously for the Super Comet range. The O.350 100 b.h.p. engine drives through a five-speed gearbox, which has the option of an additional overdrive sixth ratio, and a double-reduction rear axle. Two-leading-shoe brakes at all wheels are another feature of the CS3 Comets.

On display for the first time at a Scottish Show is a Super Comet 8-ft. 1-in. wheelbase tractor. This vehicle is powered by the O.375 oil engine producing 110 b.h.p. at 2,400 r.p.m. and 285 lb.-ft. torque at 1,100 r.p.m. As on the Comet, a five-speed gearbox with an optional sixth speed, a double-reduction rear axle and the Vista-Vue cab are included in the specification.

Braking area for the air-pressure system is 623 sq. in. The tractor has Scammell fifth-wheel coupling gear. In payload-carrying form, the Super Comet is rated for a gross weight of 14 tons.

Completing the Leyland display is an Octopus 24.04 24-ton-gross eight-wheeler. It has a wheelbase of 17 ft. 9 in., carries a 24-ft. platform body and is powered by the 125 b.h.p. oil engine. A five-speed gearbox is specified and its output drives both rear axles. Optionally, the Octopus can have a single-drive rear bogie or a 150 b.h.p. engine. Air-pressure brakes operate on the leading front axle and on both axles of the rear bogie.

A Comet ECPO2.1R passenger chassis is the basis for a pantechicon shown by Gibbon. The body is manufactured in light alloy and has an interior floor length of 23 ft. It is 9 ft. 6 in. high, 7 ft. 6 in. wide, is built integrally with the cab, and gives the complete vehicle an unladen weight of 4 tons 10 cwt.

Gibson also display a new Comet, a CS3.3R haulage model with a platform body. The 20-ft. platform has a special hardwood floor, and other non-standard equipment includes a cab roof rack and a 55-gal. fuel tank.

The only Leyland passenger chassis proper to be found in the Show appears on the stand of Millburn Motors. This is a new high-powered Leopard chassis with a Plaxton 41-seat coach body. The Leopard is powered by an O.600 125-b.h.p. underfloor horizontal oil engine driving a two-speed rear axle through a four-speed synchromesh gearbox. It has lively acceleration and, when tested by *The Commercial Motor* in its coach version, gave 15.1 m.p.g. at an average speed of 31.8 m.p.h. on a level route.

MORRIS

Stand 80—McLay's Garage, Ltd., Kirkin-tilloch.

Stand 81—The Fife Motor Co., Ltd., Halbeath Road, Dunfermline.

Stand 82—William Gillespie and Son, Ltd., 53 Love Street, Paisley.

Stand 109—A. and D. Fraser, Ltd., 65 Springkell Avenue, Maxwell Park, Glasgow, S.1.

Stand 110—The Westfield Autocar Co., Ltd., Westfield Avenue, Edinburgh, 11.

EXAMPLES of the new Morris F.G. forward-control range of 2-, 3- and 4-tonners described on page 483 are to be found on three distributors' stands. William Gillespie show a 4-tonner with a drop-sided body. A. and D. Fraser have an oil-engined 3-tonner on view, whilst The Fife Motor Co. exhibit a 2-ton drop-sider, also with an oil engine. All three vehicles have the novel cab designed by Morris for the new range.

William Gillespie also display an example of the Morris J2 Minibus, which complies with the public service vehicle regulations, and a ½-ton pick-up. A ½-ton van is exhibited by A. and D. Fraser in company with an LD.2 30-cwt. forward-control van. The Fife Motor Co. also display a ½-ton van and a forward-control oil-engined tractor.

The Westfield Autocar Co. have on view a ½-ton van and a Kenex 11-seat conversion of the Morris J2 chassis which meets public service vehicle regulations. Their largest exhibit is a 7-ton oiler carrying a brewer's body. A sectioned 3-ton chassis is also shown.

Another ½-ton van can be inspected on McLay's stand, and comparisons may be drawn with the J2 van alongside it. Another vehicle here is a 5-ton oil-engined chassis and cab fitted with a Bonallack light-alloy body.

SCAMMELL

Stand 84—Scammell Lorries, Ltd., Watford, Herts.

THE oil-engined version of the Scarab 3-4-ton mechanical horse is the only Scammell tractor on this stand. The engine used in place of the Scammell petrol engine, which is still available, is the Perkins Four 99 1.6-litre four-cylindrical unit producing 42 b.h.p. at 3,500 r.p.m.

c46

For the new engine the final-drive ratio is altered to 7.5 to 1. A sectioned Scarab petrol engine and similarly prepared steering gear from the mechanical horse are separate exhibits.

To display their 12-ton automatic-coupling semi-trailer, Scammell show a new Bedford 12-ton tractor coupled to it. The semi-trailer, like the others in the range, has rolled-steel chassis side-members and tubular cross-members. A cambered tubular axle is fitted and this has 15½-in. diameter brake drums with 5-in.-wide linings. For 12-ton loads, the retractable undercarriage has been strengthened and the turntable is of increased diameter.

SEDDON

Stand 101—Moodie and Co., 27-29

Colston Road, Bishopbriggs, Glasgow.

Stand 119—Central Motor Co. (Calderbank), Ltd., Calderbank, Airdrie.

Stand 128—Seddon Diesel Vehicles, Ltd., Oldham, Lancs.

ON view for the first time at any exhibition are two recent additions to the Seddon range. One is a forward-control tractor for 16-ton-gross train weight with a Scammell Mark II automatic semi-trailer coupling. It has a wheelbase of 7 ft. and is powered by the Leyland O.350 six-cylindrical oil engine developing 100 b.h.p. at 2,200 r.p.m.

A five-speed constant-mesh gearbox is employed in conjunction with a single-speed rear axle. It can be seen on the Seddon stand.

The other relatively new vehicle is an SD4 tractor shown by Central Motors. This 9-ft. wheelbase prime mover is intended primarily for the export market, and is available in two forms for gross train weights of 24 or 32 tons.

The example on display has a Gardner 6LX 150 b.h.p. oil engine (other engines available are the Cummins HF-6 and the Gardner 6LW), a five-speed constant-

mesh gearbox and a double-reduction rear axle.

Also on the Seddon stand is an 11-ft. 6-in. wheelbase Mark 15/10 tipper. This is a 14-ton gross four-wheeler powered by the Leyland O.375 110 b.h.p. oil engine. A 15/10 chassis is also shown by Moodie, but in this case it has a wheelbase of 14 ft. 6 in. and carries a 20-ft. platform body.

The second vehicle on Moodie's stand is the Leyland O.350-powered Seddon 7-tonner.

STANDARD

Stand 83—Macharg, Rennie and Lindsay, Ltd., 16 Berkeley Street, Charing Cross, Glasgow, C.3.

Stand 103—Cameron and Campbell, Ltd., 171-181 Bothwell Street, Glasgow, C.2.

Stand 106—Rossleigh, Ltd., 32 Chandwick Place, Edinburgh, 2.

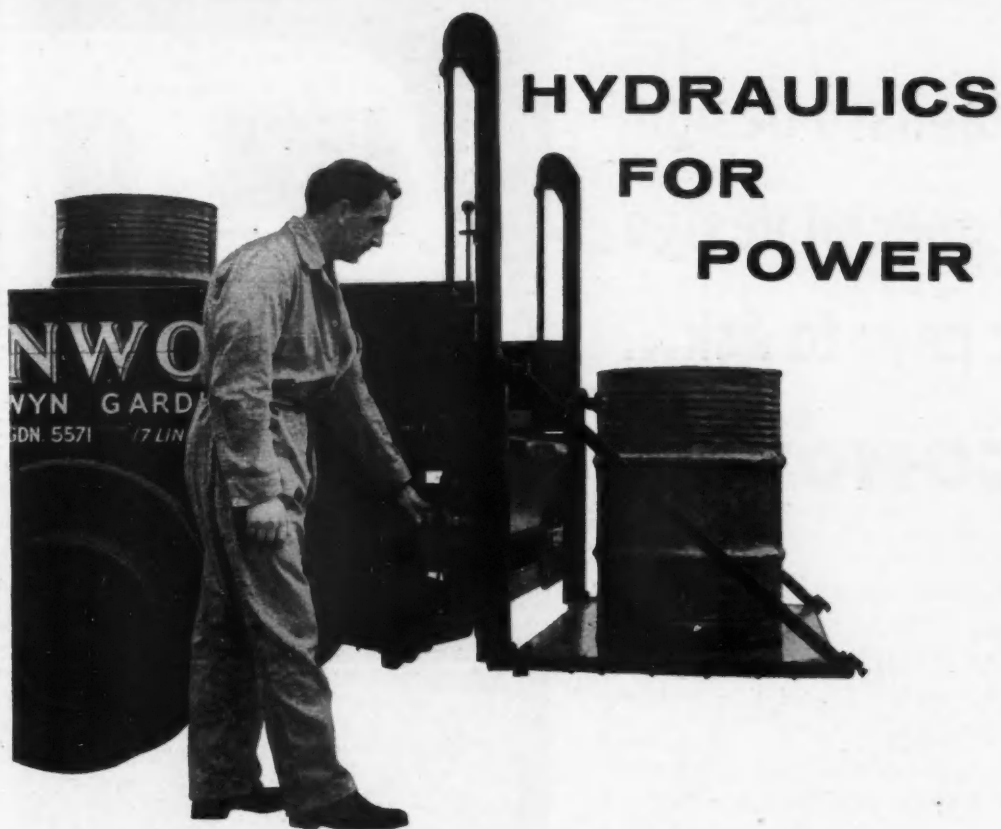
STANDARD'S latest commercial vehicles, the Atlas van and pick-up, are exhibited for the first time at a Scottish Show. The chassis, which is powered by the petrol engine used for the 6-cwt. vehicles and the smaller Standard cars, incorporates a number of clever design features, including a divided chassis frame to simplify engine and front-suspension overhauls, and a narrow front track contributing to a turning circle of only 29 ft.

Macharg, Rennie and Lindsay show an Atlas van, a pick-up and a Kenex 12-seat passenger-carrying version of the van. A similar Kenex conversion of the Atlas is shown by Rossleigh in addition to a pick-up and a van with sliding doors. Also on view here is the latest 6-cwt. Standard van with restyled front-wing pressings. Further examples of the Atlas van and pick-up are to be found on Cameron and Campbell's stand.

(Continued on page 513)



The Thornycroft Mastiff operates at 14 tons gross. It has a 7.88-litre oil engine producing 115.5 gross b.h.p. at 1,800 r.p.m. driving a spiral-bevel rear axle through a six-speed constant-mesh gearbox. Power assistance is provided for the steering as standard. A Mastiff with a 19-ft. platform body is shown on Stand 155.



SMITHS for hydraulics

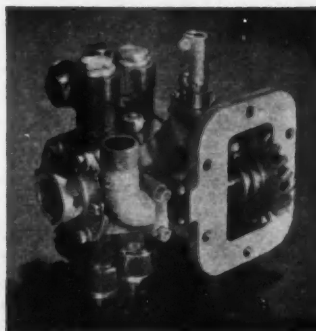
SMITHS well-known 'TIPPER' pumps, widely used on British-made tipping lorries, are a very versatile source of power. SMITHS 'TIPPER' pumps are used, for example, to power the Burtonwood tailboard lift illustrated here.

For situations where the vehicle engine may not be left running, an alternative battery/electric power unit is supplied.

THE 'TIPPER' PUMP illustrated on the right is one of the two sizes available with outputs of 3.6 and 5.4 gpm at 3,000 psi. Types suitable for most P.T.O.s are in production.

THE D.C. POWER UNIT illustrated below is one of the many available types in varying voltages with outputs up to 3 gpm at 2,000 psi.

SMITHS make a comprehensive range of pumps, rams, electric power units, and control gear. We shall be glad to discuss their advantages in both conventional and new applications.



SMITHS a name with a world of meaning

SMITHS MOTOR ACCESSORY DIVISION, HYDRAULICS DEPARTMENT, WITNEY • OXON • Telephone: Witney 078

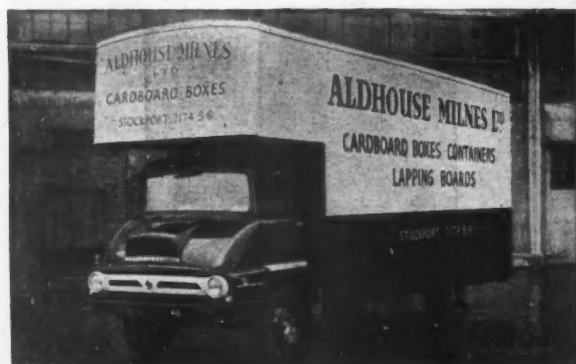
Standard design or special design —it pays to ask... **LOCOMOTORS**

For sheer value in van bodies, the shrewd buyer comes to Locomotors.

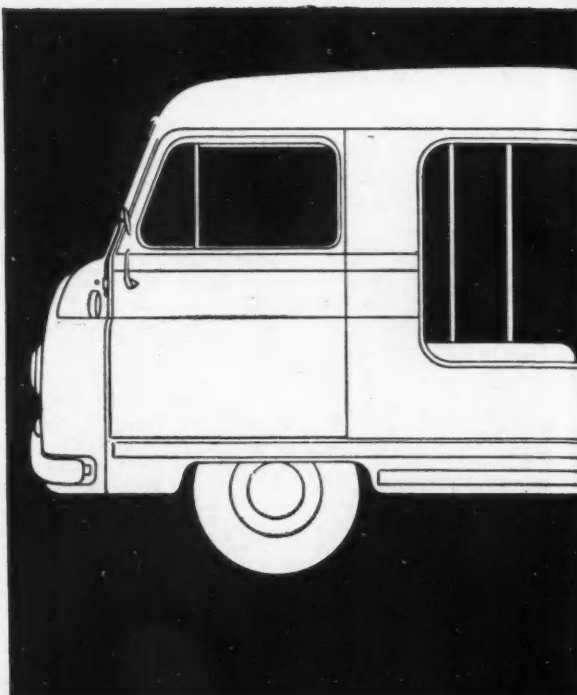
He has a choice of a wide range of standard bodies for different trades—specially adapted if he wishes—or obtains an original, exclusive design.

Either way, he gains the full value of Locomotors' skilled workmanship and specialised experience.

So ask Locomotors about it first—especially if you want glass-fibre bodies. Locomotors are the leading experts.



C48



2-ton diesel Morris (B.M.C. LD1 or LD2 chassis)

Coach built van body with Luton over cab. Hardwood main frame reinforced with forged steel brackets and plates. Sheet metal panelling. One-piece translucent laminated glass fibre roof with rotary vent

4-ton Fordson Trader. Chassis/cab with Luton van body

Composite construction, translucent single-piece roof panel. Large capacity

BMC 12/15 cwt (Austin 152 or Morris J2)

Conversion of a standard van including cutting out sides and fitting compartment beneath floor

LOCOMOTORS LIMITED



Head Office: 154 Grosvenor Road, London, S.W.1 Telephone: Victoria 6192

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Main body-building Divisions at:
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THAMES

Stand 77—Frew and Co., Ltd., 14 Princess Street, Perth.

Stand 78—Alexander's of Edinburgh, Ltd., Semple Street, Edinburgh.

Stand 79—Wylie's, Ltd., 370 Pollockshaws Road, Glasgow, S.I.

Stand 90—Paisley Motor Co., Ltd., Causeyside, Paisley.

Stand 91—Croft Bodybuilding and Engineering Co., Ltd., 1009 Gallowgate, Glasgow, E.I.

Stand 102—George and Jobling (Glasgow), Ltd., 160 Bothwell Street, Glasgow, C.2.

Stand 124—James A. Laidlaw (Airdrie), Ltd., South Biggar Road, Airdrie.

A THAMES Trader 12-ft. 8-in.-wheelbase model with a 2-ft. 1-in. Baico chassis extension is the basis for a 1,330-cu.-ft. van shown by Alexander's of Edinburgh in company with a Trader 13-ft. 4-in.-wheelbase 5-tonner with 17-ft. platform body.

Frew and Co. have a Thames 7-cwt. van and a Trader 7-ton platform lorry. The 7-tonner has the Ford six-cylindered 5.4-litre 10 b.h.p. oil engine and a single-speed rear axle.

The low-loading version of the Trader 3-ton chassis is displayed by the Croft Bodybuilding and Engineering Co. It is shown with a composite Luton body manufactured by the exhibitors and incorporating a drop-well at the rear. Another example of the Trader low-loading range is an oil-engined 4-ton chassis shown by James A. Laidlaw.

Wylie's have on their stand a Trader tractor of 7-ft. 9-in.-wheelbase with Taskers D.S. automatic coupling gear and connected to a low-loading 6-ton 1,300-cu.-ft. semi-trailer van. Also displayed here is a Kenex passenger-carrying conversion of the Thames 15-cwt. forward-control van.

Examples of the Thames 15-cwt. van and pick-up, in addition to a Trader 5-tonner, are shown by George and Jobling. Another Trader can be inspected on the stand occupied by the Paisley Motor Co.



THORNYCROFT

Stand 115 — Transport Equipment (Thornycroft), Ltd., 57-61 Bishop Street, Glasgow, C.3.

THE largest vehicle shown by Thornycroft is a Trusty forward-control eight-wheeler with a 24-ft.-long platform body. Advanced features of this chassis include the provision of continuous-flow hydraulic power-steering and air-pressure braking on all wheels as standard.

The Trusty is powered by a 9.83-litre six-cylindered direct-injection oil engine which has net outputs of 130 b.h.p. at 2,000 r.p.m. and 430 lb.-ft. torque at 1,200 r.p.m. A 16-in.-diameter clutch is used with the engine, and the gearbox fitted on the show vehicle is a five-speed unit with an additional overdrive.

Before the introduction of the Mastiff six-wheeler, described last week in *The Commercial Motor*, the Mastiff forward-control four-wheeled 14-ton-gross vehicle was the newest addition to the Thornycroft range. The smaller Mastiff shown has a wheelbase of 14 ft. 6 in. and carries a 19-ft. platform body. It has a 7.88-litre 115.5 b.h.p. oil engine driving a spiral-bevel rear axle through a six-speed overdrive gearbox. The Mastiff, which is a repeat order for a Scottish operator, has cam-and-double-roller steering with hydraulic assistance and an air-hydraulic braking system. Tyre equipment is 10.00-20-in. (14 ply) all round.

A Swiftsure forward-control four-wheeler is the third exhibit on this stand. It is powered by a 4.18-litre 85.5 gross b.h.p. oil engine which runs at up to 2,600 r.p.m.

TROJAN

Stand 118—James Bowen and Sons, Ltd., 45-59 Pitt Street, Edinburgh, 3.

ON this stand is the only Trojan vehicle in the Show. It is the latest forward-control 25-cwt. chassis fitted with a Bonallack 350-cu.-ft. body. The van is powered by a Perkins P3/144 three-cylindered oil engine.

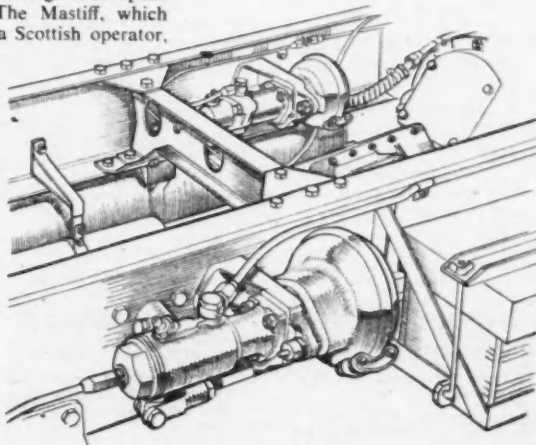
A four-speed constant-mesh gearbox is used in conjunction with a 4.55 to 1 ratio hypoid rear axle.

VOLKSWAGEN

Stand 100—Croall and Croall, York Lane, Edinburgh, 1.

Stand 103—Cameron and Campbell, Ltd., 171-181 Bothwell Street, Glasgow, C.2.

ALL-INDEPENDENT suspension and a rear-mounted air-cooled engine distinguish the Volkswagen from conventional British commercial vehicles. Croall and Croall show van and pick-up versions of the basic 15-cwt. chassis. Similar vehicles are displayed by Cameron and Campbell.



(Above) The new Thornycroft Mastiff 6 x 2, which can be inspected in the demonstration park, has a dual-circuit air-hydraulic braking system with separate servos for the driving axle and the first and third axles. (Left) A Perkins P3/144 oil engine powers the Trojan 25-cwt. van shown on Stand 118 by James Bowen and Sons, Ltd.

In the Park—

THE following goods and passenger vehicles are among those available for inspection or trial in the demonstration park outside Kelvin Hall:—

A.E.C.: Two Mercury Mark II goods vehicles; Mercury tractor unit with a York semi-trailer; Mammoth Major eight-wheeler; Reliance coach with Duple Britannia bodywork; Bridgemaster double-deck bus.

Commer: Nine haulage models and an Avenger coach (all at Claud Hamilton [Motors], Ltd.).

Guy: Wulfrunian double-deck bus with air suspension and disc brakes at all wheels.

Thames: Trader coach with Duple bodywork which recently completed a record run from London to Moscow.

Thornycroft: Mastiff 6 x 2 chassis announced last week.

A Lightning Guide to the "Gallery"

Chassis and Engine Components

AXLES
146—Bramber Engineering Co., Ltd.

BRAKE GEAR AND BRAKE-SERVO MECHANISMS
177—Automotive Products Co., Ltd. (Lockheed.)
145—Clayton Dewandre Co., Ltd.
190—Girling, Ltd.
219—Wellworthy, Ltd. (Al-fin drums.)

CHASSIS FRAMES
146—Bramber Engineering Co., Ltd.

CLUTCHES
176—Borg and Beck Co., Ltd.

CYLINDER LINERS
152—Hepworth and Grandage, Ltd.
219—Wellworthy, Ltd.

DAMPERS
190—Girling, Ltd.

ENGINES
156—Norris, Henty and Gardners, Ltd.

FAN BELTS
202—John Bull Rubber Co., Ltd.
173—Ferodo, Ltd.
178—Raybestos-Belaco, Ltd.
191—Romac Industries, Ltd.
185—Small and Parkes, Ltd.

FILTERS (FUEL, OIL AND AIR)
207—AC-Delco Division of General Motors, Ltd.
177—Automotive Products Co., Ltd. (Purulactor Micronic.)
223—C.A.V., Ltd.
171—Simms Motor Units, Ltd.
147—Tecalmit, Ltd.

FRICTION MATERIALS
155—Brake Linings, Ltd. (Duron.)
194—British Belting and Asbestos, Ltd. (Mintex.)
173—Ferodo, Ltd.
178—Raybestos-Belaco, Ltd.
185—Small and Parkes, Ltd. (Don.)
182—Hubert H. P. Trist and Co., Ltd. (Top Dog.)

FUEL-INJECTION EQUIPMENT
223—C.A.V., Ltd.
171—Simms Motor Units, Ltd. (Also test equipment.)

FUEL PUMPS (PETROL) AND FUEL-FEED PUMPS (OIL)
207—AC-Delco Division of General Motors, Ltd.
223—C.A.V., Ltd.
171—Simms Motor Units, Ltd.
141—Wingard (M.A.), Ltd. (Components.)

GEARBOXES (AUTOMATIC)
213—Borg Warner, Ltd.
167—S. Smith and Sons (England), Ltd.

HOSE CLIPS
141—Wingard (M.A.), Ltd.

PIPING AND FITTINGS (OIL, PETROL AND AIR)
170—Dunlop Rubber Co., Ltd.
167—S. Smith and Sons (England), Ltd.
147—Tecalmit, Ltd.
141—Wingard (M.A.), Ltd.

PISTON ASSEMBLIES (INCLUDING OIL-CONTROL RINGS)
206—Cords Piston Ring Co., Ltd.
152—Hepworth and Grandage, Ltd.
219—Wellworthy, Ltd.

RADIATORS
164—Serck Radiator Services, Ltd.

SERVO MECHANISMS (OTHER THAN BRAKE)
223—C.A.V., Ltd. (Door-opening gear.)
145—Clayton Dewandre Co., Ltd.
190—Girling, Ltd.

SPRINGS (ROAD)
146—Bramber Engineering Co., Ltd.
140—Wm. E. Cary, Ltd.
136—Lawrie Bros., Ltd.

STARTERS (INERTIA TYPE)
171—Simms Motor Units, Ltd.

SUSPENSION AND STEERING JOINTS
177—Automotive Products Co., Ltd.

TURBOCHARGERS
223—C.A.V., Ltd.
171—Simms Motor Units, Ltd.

WHEELS
146—Bramber Engineering Co., Ltd.

WINDSCREEN WASHERS
168—Joseph Lucas, Ltd.
151—Trico-Folberth, Ltd.
141—Wingard (M.A.), Ltd.

WINDSCREEN WIPERS
207—AC-Delco Division of General Motors, Ltd.
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An Exclusive Directory of Exhibits in the Accessory and Workshop Equipment Sections of the Scottish Motor Show

VIZORS, ANTI-DAZZLE
161—Tudor Accessories, Ltd.
141—Wingard (M.A.), Ltd.

WINDSCREEN WASHERS
168—Joseph Lucas, Ltd.
151—Trico-Folberth, Ltd.
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168—Joseph Lucas, Ltd. (Electric.)
151—Trico-Folberth, Ltd. (Vacuum and electric.)
141—Wingard (M.A.), Ltd. (Arms and blades.)

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CLEANSERS AND POLISHERS
142—Apascal, Ltd.
208—Duthie and Co.
191—Romac Industries, Ltd.

PAINTS
209—Docker Bros.
179—General Industrial Paints, Ltd.

RADIATOR FLUSHING AND REPAIR COMPOUNDS
142—Apascal, Ltd.

Factors
Varied ranges of accessories and components are shown on the stands of the following factors:—
160—John Adams (Coach Supplies), Ltd., 7 Lister Street, Glasgow, C.4.
158—Edmunds, Walker and Co., Ltd., 114 George Street, Edinburgh, 2.
220—Irvine Electrical Services, Ltd., 116 Blythwood Street, Glasgow, C.2.
216—J. H. Lightbody and Son, Ltd., 147 North Street, Glasgow, C.2.
159—Messrs. G. and J. Paton, 97 Wellington Street, Glasgow.
132—James Robertson (Factors), Ltd., 95 West Nile Street, Glasgow, C.1.
174—J. C. Stevenson (Components), Ltd., 134 Berkeley Street, Glasgow, C.3.
137—Messrs. Swan, Tennent and McMeekin, 8 Dixon Street, Glasgow, C.1.
135—Thomson and Brown Brothers, Ltd., 126 George Street, Edinburgh, 2.
197—Turner and Co. (Glasgow), Ltd., 65-69 Brown Street, Glasgow, C.1.

Makers' Addresses
ACCESSORIES AND COMPONENTS
207—AC-Delco Division of General Motors, Ltd., Dunstable, Beds.
157—Adrolic Engineering Co., Ltd., Clober Works, Milnagie.
177—Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa.
176—Borg and Beck Co., Ltd., Tachbrook Road, Leamington Spa.
213—Borg Warner, Ltd., Jubilee Road, Leitchworth, Herts.
155—Brake Linings, Ltd., Bridge Street, Buxton.
146—Bramber Engineering Co., Ltd., 162 Blairtounmuck Road, Queenslie Estate, Glasgow.
194—British Belting and Asbestos, Ltd., Cleckheaton, Yorks.
226—Car Plates, Ltd., 30 Elmbank Lane, Glasgow.
140—W. E. Cary, Ltd., Blyntyre Industrial Estate, High Blantyre, Glasgow.
223—C.A.V., Ltd., Warple Way, London, W.3.
181—Champion Sparking Plug Co., Ltd., Feltham, Middx.
222—Chloride Batteries, Ltd., 40 Turcon Street, Glasgow.
145—Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.
206—Cords Piston Ring Co., Ltd., 75-77 Scrubs Lane, London, N.W.10.
209—Docker Brothers, Rotton Park Street, Birmingham, 16.
208—Duthie and Co., 20 Citizen Lane, Glasgow, C.2.
148—Edbro-B. and E. Tippers, Ltd., Quebec Street, Bolton.
173—Ferodo, Ltd., 84 Hanover Street, Edinburgh.
179—General Industrial Paints, Ltd., 28 Wandsworth Road, Greenford, Middx.
190—Girling, Ltd., Kings Road, Tyseley, Birmingham.
152—Hepworth and Grandage, Ltd., St. Johns Works, East Bowling, Bradford.
193—Karobes, Ltd., Queensway, Leamington Spa, Warwick.
211—Lodge Plugs, Ltd., Rugby.
168—Joseph Lucas, Ltd., Great King Street, Birmingham.
150—Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middx.

Electrical Equipment
BATTERIES
223—C.A.V., Ltd.
222—Chloride Batteries, Ltd.
168—Joseph Lucas, Ltd.
196—Oldham and Son, Ltd.
192—Park Bros., Ltd.
175—Pritchett, Gold and E.P.S. Co., Ltd. (Dagenite.)

CABLES AND WIRING ACCESSORIES
212—Ripaults, Ltd.

COILS AND DISTRIBUTORS
207—AC-Delco Division of General Motors, Ltd.
168—Joseph Lucas, Ltd.
192—Park Bros., Ltd.
138—Runbaken Electrical Products, Ltd.

DEMISTERS (ELEMENT TYPE)
168—Joseph Lucas, Ltd.

DIRECTION INDICATORS
223—C.A.V., Ltd.
168—Joseph Lucas, Ltd.
150—Marchal Distributors, Ltd.

DYNAMOS AND STARTERS
223—C.A.V., Ltd.
168—Joseph Lucas, Ltd.
192—Park Bros., Ltd.
171—Simms Motor Units, Ltd.

LAMPS (DRIVING, ETC.)
223—C.A.V., Ltd.
168—Joseph Lucas, Ltd. (Also alignment gauge.)
150—Marchal Distributors, Ltd.
139—Notek Electric Co., Ltd. (Also alignment gauge.)
171—Simms Motor Units, Ltd.
161—Tudor Accessories, Ltd.
141—Wingard (M.A.), Ltd.

MOTORS (F.H.P.)
207—AC-Delco Division of General Motors, Ltd.

RADIO
167—S. Smith and Sons (England), Ltd.

SPARKING PLUGS, HEATER PLUGS, COVERS, SUPPRESSORS, ETC.
207—AC-Delco Division of General Motors, Ltd.
181—Champion Sparking Plug Co., Ltd.
211—Lodge Plugs, Ltd.
150—Marchal Distributors, Ltd.

SWITCHES AND SWITCHGEAR
207—AC-Delco Division of General Motors, Ltd.
223—C.A.V., Ltd.
168—Joseph Lucas, Ltd.
171—Simms Motor Units, Ltd.
151—Trico-Folberth, Ltd.

Miscellaneous
ANTI-FREEZE
167—S. Smith and Sons (England), Ltd.
141—Wingard (M.A.), Ltd.

BRAKE TEST METERS
194—British Belting and Asbestos, Ltd. (Churchill.)
173—Ferodo, Ltd. (Tapley.)
185—Small and Parkes, Ltd. (Bowmonk.)

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145—Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.
20

143—G. E. Neville and Son, Ltd., Nottingham Road, Mansfield.
 156—Norris, Henty and Gardners, Ltd., 124 St. Vincent Street, Glasgow.
 159—Notek Electric Co., Ltd., 23 London Road, Bromley, Kent.
 196—Oldham and Son, Ltd., Denton, Manchester.
 192—Park Bros., Ltd., Chapelhall Industrial Estate, Airdrie.
 166—Pilot Works, Ltd., Manchester Road, Bolton.
 175—Pritchett, Gold and E.P.S. Co., Ltd., 137 Victoria Street, London, S.W.1.
 189—Rally-Klad, Ltd., 62 Albion Street, Glasgow, C.1.
 178—Raybestos-Belaco, Ltd., 112-118 North Street, Glasgow, C.3.
 212—Ripaults, Ltd., Southbury Road, Enfield, Middx.
 191—Romac Industries, Ltd., Edgware Road, The Hyde, London, N.W.9.
 138—Runbaken Electrical Products, 45 Oxford Road, Manchester, 1.
 164—Serck Radiator Services, Ltd., 15-17 Montrose Avenue, Hillington, Glasgow.
 171—Simms Motor Units, Ltd., 95-105 Finnieston Street, Glasgow.
 185—Small and Parkes, Ltd., Hendon Vale Works, Manchester, 9.
 167—S. Smith and Sons (England), Ltd., 123-145 North Street, Glasgow, C.3.
 147—Tecalmit, Ltd., Plymouth.

201—Telehoist, Ltd., Swindon Lane, Cheltenham.
 186—Thos. Thomson Sons and Co. (Barrhead), Ltd., Ferencze Works, Barrhead, Renfrews.
 151—Trico-Folberth, Ltd., Great West Road, Brentford, Middx.
 182—Hubert H. P. Trist and Co., Ltd., Top Dog Works, Brislington, Bristol.
 161—Tudor Accessories, Ltd., Silverdale Road, Hayes, Middx.
 163—Wm. Turner (Kismet), Ltd., 44 Eyre Lane, Sheffield.
 195—Wellfit Manufacturing Co., Ltd., Adelaide Street, Halifax.
 219—Wellworthy, Ltd., Lymington, Hants.
 141—Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex.

Service Equipment

Comprehensive ranges of transport service equipment will be displayed on the stands of the following factors—
 134—Alex. Cheyne, Ltd., 77 Dee Street, Aberdeen.
 129—East of Scotland Factors, Ltd., 87 Cowgate, Dundee.
 130—The Garage Equipment Co., 68 Cadogan Street, Glasgow, C.1.
 136—Lawrie Bros., Ltd., 16 Dixon Street, Glasgow, C.1.
 133—Messrs. F. W. Murray, 34 Bath Street, Glasgow, C.2.
 131—North British Machine Co., Ltd., 200 Clyde Street, Glasgow, C.1.

132—James Robertson (Factors), Ltd., 95 West Nile Street, Glasgow, C.1.
 137—Messrs. Swan, Tennent and McMeekin, 8 Dixon Street, Glasgow, C.1.
 135—Thomson and Brown Brothers, Ltd., 126 George Street, Edinburgh, 2.

BATTERY CHARGERS AND ENGINE STARTERS

138—Runbaken Electrical Products, 45 Oxford Road, Manchester, 1. (Also test equipment.)

LUBRICATION, WASHING AND TYRE-INFLATION PLANT

170—Dunlop Rubber Co., Ltd., 48-60 North Wallace Street, Glasgow, C.4.
 147—Tecalmit, Ltd., Plymouth, Devon.
 163—Wm. Turner (Kismet), Ltd., 44 Eyre Lane, Sheffield.
 187—C. C. Wakefield and Co., Ltd., 46 Grosvenor Street, London, W.1.

TYRE-REPAIR EQUIPMENT

142—Apascal, Ltd., Bowes House, Battle Road, Hailsham, Sussex. (Also special tools.)
 202—John Bull Rubber Co., Ltd., Leicester.
 170—Dunlop Rubber Co., Ltd., 48-60 North Wallace Street, Glasgow, C.4.
 191—Romac Industries, Ltd., Edgware Road, The Hyde, London, N.W.9. (Cure-Cure.)

Tyre Manufacturers

224—The Avon India Rubber Co., Ltd., Melksham, Wilts.
 202—John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester.
 170—Dunlop Rubber Co., Ltd., 48-60 North Wallace Street, Glasgow, C.4.
 144—Firestone Tyre and Rubber Co., Ltd., Brentford, Middx.
 184—Fisk Tyres, Ltd., Leamington Road, Edinburg, 3.
 198—Goodyear Tyre and Rubber Co. (Great Britain), Ltd., Glasgow.
 205—Henley's Tyre and Rubber Co., Ltd., Melksham, Wilts.
 199—India Tyre and Rubber Co., Ltd., Inchinnan, Renfrews.
 214—Michelin Tyre Co., Ltd., 81 Fulham Road, London, S.W.3.
 169—North British Rubber Co., Ltd., Castle Mills, Edinburg, 3.
 172—Pirelli, Ltd., 222 Bothwell Street, Glasgow, C.2.

Oil Suppliers

200—British Oil and Turpentine Corporation, Ltd., Glasgow.
 204—Alexander Duckham and Co., Ltd., London, W.6.
 215—Great Eastern Oil Co., Ltd., 372 Scotland Street, Glasgow, C.5.
 154—Gulf Oil (Great Britain), Ltd., 6-7 Grosvenor Place, London, S.W.1.

Advances in Accessories

INSPECTION of the smaller stands around the periphery of Kelvin Hall allows the visitor to assess the advances made in accessories and components during the past two years.

Following their acquisition of the B.S.A. turbocharger design, C.A.V., Ltd., London, W.3, show a range of these units on Stand 223. Turbochargers of three basic frame sizes are displayed. These are for engines with normally aspirated outputs from 50-400 b.h.p. The C.A.V. units are of radial-flow design, and continuously rated at a pressure ratio of over 2 to 1 with permitted intermittent ratings of 2½ to 1.

On this stand there is also the latest C.A.V. cold-starting aid, the Thermostart Mark III. It is a development of the earlier Thermostart which was operated by a solenoid. For the new model, the flow of fuel to the heater element is governed by a ball valve controlled by the expansion and contraction of a metal rod.

The rod is warmed by the heater, causing the valve to open as the coil reaches its operating temperature. When current to the heater coil is cut off, the rod cools rapidly and the valve closes.

Smaller Pump

The Minipump fuel-injection pump is suitable for oil engines running at up to 3,500 r.p.m. This unit is displayed by Simms Motor Units, Ltd., 95-105 Finnieston Street, Glasgow (Stand 171). By making the main pump body from steel instead of aluminium alloy, it has been possible to reduce the size of the new pump whilst making it extremely rigid. The pump is available in three-, four- and six-pumping element versions, and can be fitted to engines with capacities of from 2-9 litres. Either a pneumatic or the Simms G.M.V. centrifugal-type governor can be fitted to it.

On Stand 145 the Clayton Dewandre

The Passlite is a recent addition to the Notek Blue Spot range and has a stainless-steel rim. (Stand 139.)



Co., Ltd., Titanic Works, Lincoln, display the recently introduced Mot-A-Vac vacuum-servo unit for addition to the hydraulic braking systems of light vans. The servo derives its power from manifold depression, and is supplied with piping and brackets for fitting.

When tested by *The Commercial Motor* (see issue dated October 16), it was found to give a useful improvement in braking performance. Also on view is a set of "plumbing" for a typical semi-trailer air-suspension system, and air-pressure-operated steering gear.

Replacement pistons which can be fitted in partly worn cylinders without reboring, or even removal of wear ridges in the cylinder bores, can be inspected on Stand 152, occupied by Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4. They are known as Pep pistons and can be used in cylinders in which maximum wear does not exceed 0.010 in.

The Cary-Laminaire progressive leaf-spring suspension, first displayed at Earls Court last year, is shown for the first time at Kelvin Hall by W. E. Cary, Ltd., High Blantyre, Glasgow (Stand 140). For this system a conventional

Two Years' Design Progress by Exhibitors

main laminated-leaf spring is used, but instead of being attached to a shackle at its rear end the main spring bears on another short leaf spring.

Under light load, only the tips of the springs touch, but as the load increases the two springs come together. This shortens the effective length of the main spring and stiffens the suspension.

To give protection against rust and corrosion, the Champion Sparking Plug Co., Ltd., Feltham, Middx, have developed a new finish for the metallic portions of their sparking plugs. This is a zinc-plating process and part of the range of new plugs can be found on Stand 181.

In addition to their numerous driving lamps, Marchal Distributors, Ltd., Great West Road, Brentford, Middx (Stand 150), exhibit, for the first time, their French-made sparking plugs.

Non-fouling Plugs

On Stand 207, the AC-Delco Division of General Motors, Ltd., Dunstable, Beds, display their Hot-Tip sparking plugs. These plugs use a new insulating material, and the insulator itself is formed at its tip to provide a local hot spot which burns away combustion deposits and, it is claimed, almost eliminates fouling.

A similar non-fouling characteristic is offered by the Road and Town sparking plugs to be seen on Stand 211, occupied by Lodge Plugs, Ltd., Rugby. These plugs have an extended insulator nose which is said to make the plug equally amenable to slow-speed running and to sustained high-speed operation.

As usual, Norris, Henty and Gardners, Ltd., 124 St. Vincent Street, Glasgow (Stand 156), are the only engine manufacturers with a stand at the Show. Their

exhibit is an example of the 10.45-litre 6LX engine first introduced just over a year ago and fitted to a number of chassis at the exhibition.

The automatic transmission system which uses magnetic-particle clutches, and which is fitted to certain Rootes Group vehicles, is shown by S. Smith and Sons (England), Ltd., 123-145 North Street, Glasgow, C.3, on Stand 167. The device could be applied to light vans.

New vehicle radios known as the Radiomobile 500T and 50T series are also on display. They incorporate transistors, are designed to operate from a 12-v. supply and cover the medium- and long-wavebands.

On Stand 175, Pritchett, Gold and E.P.S. Co., Ltd., 137 Victoria Street, London, S.W.1, show examples of the Dagenite Sheerline battery. This unit has a one-piece lid in place of individual covers for each cell. There are no protruding metal parts, other than the positive and negative main terminals, making cleaning easier and reducing the risk of corrosion.

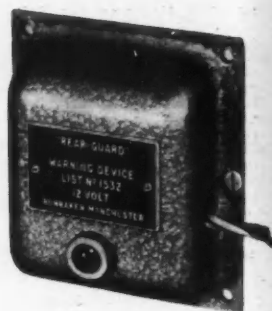
For the bright parts of their Blue Spot 130 series of fog and driving lamps, the Nitek Electric Co., Ltd., Bromley, Kent (Stand 139), are now using stainless steel. The Passlite long-range driving lamp on show is a recent addition to the range. Also displayed is the Flaremaster battery-powered flashing or non-flashing beacon for warning of obstruction at, for instance, a breakdown on the road.

The Duo-matic spraywipe windscreen washer is displayed by Trico-Folberth, Ltd., Brentford, Middx (Stand 151). With this device the control for the spray also actuates the wipers. A delay switch brings the wipers into operation after the spray and stops them at the end of a set period. An instantaneous-action, vacuum-operated washer known as the Vaco-Matic is also on show.

Widely differing new products of the company include a washing compound known as Glo-Wash. It is said to give a smear-free finish.



(Left) A one-piece lid is used for the Dagenite Sheerline battery to simplify cleaning and reduce the risk of corrosion (Stand 175). The Runbaken Rear-guard device (right) gives visual warning of rear-light failure (Stand 138).



Four new products are displayed by Runbaken Electrical Products, 45 Oxford Road, Manchester, 1 (Stand 138). The Rear-guard warning device is fitted in the cab and gives a visual indication, by means of a warning light, of failure of either the rear or number-plate lights.

Automatic switching-on of side and tail lights at lighting-up time is provided by the Lite-Master control. It consists of a probe, sensitive only to natural light and not affected, therefore, by street lighting, and a control box. In operation, the switch on the box is put in the "on" position before the vehicle is left. The probe reacts to the decrease in outside light as dusk falls or fog forms, and switches on the parking lights.

Cheap Heater

An attraction of the Runbaken Cosycar cab heater is its price of £3 5s. The unit produces warmth by convection of air past a "black-heat" electric element. It has an average current consumption of 7.8 amp., and is wired so that it can be used only when the dynamo is on charge. The other new component to be seen is a 6-v. or 12-v. ignition coil which is smaller than previous models.

Manufactured by G. E. Jones and Sons (Machine Parts), Ltd., and exhibited by Messrs. G. and J. Paton, 97 Wellington Street, Glasgow, C.2, on Stand 159, is a new paper-element cartridge-type lubricating-oil filter produced as a replacement for cloth-type elements provided as initial equipment on certain engines.

Wax polish in solid or liquid form

containing silicones is shown by Duthie and Co., 20 Citizen Lane, Glasgow, C.1 (Stand 208).

On Stand 143, G. E. Neville and Son, Ltd., Nottingham Road, Mansfield, show in addition to their range of pre-formed light-alloy body sections, an automatic opening and closing device for tipper body tailboards. The equipment is safeguarded against obstacles jamming the tailboard.

Making its debut on Stand 199 is the Super Low Loader tyre manufactured by the India Tyre and Rubber Co., Ltd., Inchinnan, Renfrews. It has a non-directional, bold tread pattern which, it is said, gives long even wear under stop-start conditions.

The tyre has a kerbing rib on both side-walls to facilitate changing covers round on a vehicle. India also state that the method of construction adopted originally for the G.17 model, and indicated by a red flash on the cover, has now been extended to cover all their giant tyres. Examples can be seen.

The Michelin Tyre Co., Ltd., 81 Fulham Road, London, S.W.3 (Stand 214), show their recently introduced XC steel-cord tyres for light vans. At present these are available only in 6.00-16-in. and 6.50-16-in. sizes.

Cool Running

On Stand 205 Henley's Tyre and Rubber Co., Ltd., Melksham, Wilts, display their new Maxi-Miler tyre. This cover has a wide, flat, ribbed-pattern tread made from an improved rubber compound. The design is intended to reduce heat build-up, and the tyre incorporates a heavy kerbing rib.

The Unisteel tyre is prominent among the exhibits of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., 172 Bothwell Street, Glasgow, C.2 (Stand 198). Radial bracing from bead to bead by single-ply steel cords is incorporated in the design, whilst the tread is stabilized by a steel breaker strip.

This method of construction braces the tread, reducing wear and, it is said, providing improved traction and greater sidewall flexibility.

Shown also in sizes to suit light vans is the Goodyear Motorway Special tyre which employs nylon cord in its construction and, as its name implies, is intended to withstand sustained high speeds.

For vehicles operating off the road in quarries and similar locations, the Dunlop

(Continued on page 517)



India giant tyres now carry a red flash to denote a different method of casing construction (Stand 199). c52



The Goodyear Unisteel tyre has single-ply steel cords and a steel breaker strip in its casing (Stand 198).



Improved resistance to cutting is a feature of the Dunlop Powergrip Major (Stand 170).

THE U.S. ROYAL RANGE OF GIANTS!

Today—whatever your trucking job—there's a U.S. Royal tyre built to lower your downtime, increase your tyre mileage and reduce your cost per mile.



FLEETWAY
SAFETY **STEEL SHIELD**

The safest, hardest wearing, all-purpose commercial tyre of our time—with the greatest rupture protection ever built into any truck tyre.



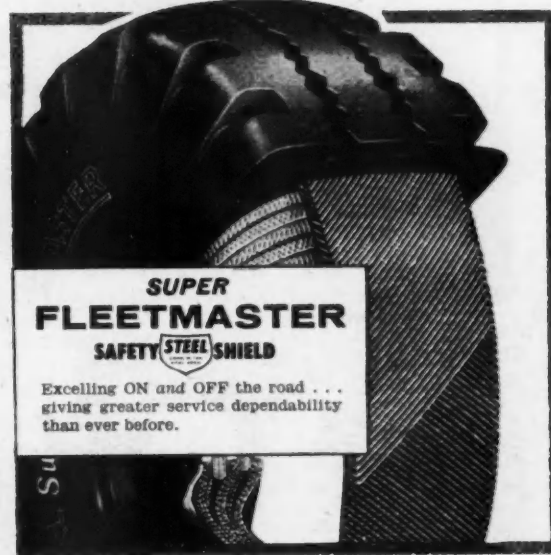
FLEETMASTER
ON and OFF THE ROAD

On/off-the-road tyre giving the service dependability you need and increased mileage you want. Superb gripping power on all off-the-road surfaces.



FLEETWAY

Superior all-purpose commercial tyre with time-proved outstanding features giving complete dependability and reducing your tyre cost per mile.



SUPER FLEETMASTER
SAFETY **STEEL SHIELD**

Excelling ON and OFF the road . . . giving greater service dependability than ever before.



U.S. Royal

MADE IN BRITAIN

THE NORTH BRITISH RUBBER COMPANY LTD. EDINBURGH

B·E·N

B·E·N N° 300 SPARKING PLUG CLEANER

B·E·N PNEUFLATOR PORTABLE UNIT

B·E·N TS40 UNIT

B·E·N INSTANTAIR COUPLING

B·E·N N° 315 SWIVEL / CONNECTION

Standardise on B·E·N

B·E·N BE SPRAY GUN

B·E·N POWER GREASE GUN

B·E·N N° 289 BLOW GUN

B·E·N PARAFFIN & OIL SPRAY GUN

B·E·N N° 333 PRESSURE CONTROLLER

B·E·N SPRAY GUN WITH Q.P.C.

B·E·N

C.P. 319
c54

the symbol of quality

With over 30 years service to the Motor Trade — B·E·N is the name for **RELIABILITY**
TIME SAVING SERVICE EQUIPMENT

B·E·N PATENTS LTD. (Division of Broom & Wade Ltd.)
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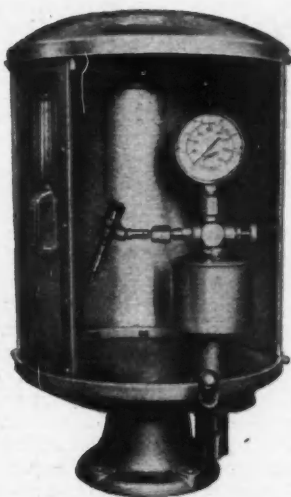
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Rubber Co., Ltd., 48-60 North Wallace Street, Glasgow, C.4, offer the Powergrip Major tyre shown on Stand 170. It has a thick tread with a deep pattern, and is said to have better wearing qualities and greater resistance to cutting than the Power Grip tyre which it supersedes.

A new giant tyre, available in all popular sizes, is exhibited by the John Bull Rubber Co., Ltd., Leicester, on Stand 202.

Latest in Service Equipment

MAINTENANCE engineers will find a comprehensive range of modern transport service equipment at Kelvin Hall. For the testing of oil engine injectors, a new testing rig is shown by Simms Motor Units, Ltd., 95-105 Finnieston Street, Glasgow, on Stand 171. It is totally enclosed in a Perspex cabinet to protect the operator from spray and allow close inspection of the injector under test. A sliding panel provides access to the interior and the equipment is displayed



The Simms injector testing ring is enclosed in a Perspex cover to protect the operator from spray, whilst allowing him to inspect closely the unit under test (Stand 171).

in forms for bench or stand mounting.

Apaseal, Ltd., Bowes House, Hailsham, Sussex (Stand 142), have improved their Aquarium tubeless-tyre testing tank. It is now made from a one-piece plastics moulding supported in a steel cradle, and can be used for testing light commercial-vehicle tyres in addition to all car tyres. A buffing solution known as Buffezy is another new product on show.

A special display of equipment for use by appointed garages when the vehicle-inspection scheme comes into being is made on Stand 135 by Thomson and Brown Bros., Ltd., 126 George Street, Edinburgh, 2.

Smokemeter equipment, for measuring the density of smoke in the exhaust from oil engines, manufactured by Leslie Hartridge, Ltd., is exhibited by Turner and Co. (Glasgow), Ltd., 59-71 Brown Street, Glasgow, C.2 (Stand 197).

Shown for the first time by Messrs. F. W. Murray, 34-36 Bath Street, Glasgow, C.2, on Stand 133 is the 8080 crankshaft grinder produced by Prince (Kingston) Engineers, Ltd.

In the Appeal Court

B-licence Growth a "Threat," Say B.T.C.

"A THREAT to other hauliers" was how Mr. C. R. Beddington, for the British Transport Commission, described the growth of services under B licence by Budleigh Transport, Ltd., Exeter, before the Transport Tribunal in London last week. The history of the business indicated a "back-door" entry into haulage, he said.

The Tribunal reserved their decision in this case. In two others an appellant was unsuccessful, and a decision of the Eastern Licensing Authority was reversed.

Transfer Opposed

THE Commission appealed against the Western Licensing Authority's addition of four vehicles to Budleigh's A licence. These vehicles were surrendered from the company's B licence and were to carry mainly coal, clay, lime and agricultural requisites within 100 miles.

Mr. Beddington said that the respondents had built up a substantial business within a short time by licence variations which increased their tonnage. In 1948, a B licence was granted for one vehicle to run within three miles. There were now four B-licensed vehicles carrying clay to Bristol and returning with goods for one main customer.

There was no objection to legitimate expansion based on evidence, but an application for a complete switch from B to A required close investigation. Mr. Beddington contended that the variation was granted without proof of need: it was based on economic convenience to Budleigh.

For the respondents, Mr. J. R. C. Samuel-Gibbon explained that his clients wished to relieve strain on their A-licence vehicles by bringing the B-licensed vehicles under A. The company had

never asked for more than they needed. They had been able to do their work only under exceptional strain, reflected in the figures produced and drivers' overtime.

Decision will be given on November 17.

No New Evidence

ONE of the unsuccessful appellants, Mr. R. W. Turnley, Chorley Wood, was advised to make a fresh application after Sir Hubert Hull, president, refused to allow new evidence to be produced.

Mr. Turnley had been refused a B licence for a vehicle to carry farm imple-

ments, food and rubbish within 40 miles by the Metropolitan Deputy Licensing Authority. The B.T.C., Sunderland (Herts) Hauliers, Ltd., and Messrs. W. Humphreys and Son responded.

The appellant said that he had brought letters from potential customers and could call a witness, but Sir Hubert stated that it would be contrary to the Tribunal's practice to examine evidence which the Authority had not heard. Mr. Turnley could not succeed on the evidence he had produced before the Authority.

The president advised Mr. Turnley, a farmer, to think carefully about his proposed service before making a new application. A service extending for 40 miles would embrace London. That was "a big bite."

Loss of Vehicle

A B licence for one vehicle was taken away from Mr. Alex Whatling, Ipswich, trading as East Anglian Delivery Service. He had sought two vehicles from the Eastern Licensing Authority and appealed against the half-grant.

Appellant told the Tribunal that one vehicle was insufficient to serve his three customers within 70 miles, and he could not make his business pay.

There were cross-appeals by the B.T.C., Ipswich Delivery Service and Sage Transport. Sir Hubert said that the Authority's grant was wrong. The evidence had not shown any need for a further service as proposed by Mr. Whatling.

The cancellation would come into effect on January 1, 1960.

VETERANS RETURN

FOUR vintage buses, the oldest nearly 40 years, are to go back on the road. Mr. Herbert Jones, president of the Lincoln Vintage Vehicle Society and general manager of Lincoln Transport Department, aims to give the buses a new lease of life by running trips in them next summer for society members. Renovation and repairs will be carried out by members during the winter.

Parked Vehicles that Cause Accidents

By Our Legal Adviser

ALTHOUGH parking a vehicle has become one of the endless games of chance that all drivers are forced into playing against authority, and, of course, the police in particular, there is one aspect of it that probably exercises the average driver's mind far too little. That is the effect of what he is doing upon other road users and what would be his own position if an accident occurred.

I suspect that a driver's first thoughts when seeking somewhere to stop, *pace* the Highway Code, are more likely to be concerned with whether he is safe from the eye of a policeman who might book him for the offence of "obstruction" than whether he is safe in the wider context of road safety generally. The law has itself contributed to this attitude by the very magnitude of the parking problem seen in the light of the thousands of summonses for this offence which clutter so many of the courts.

In addition, the belief that anyone who runs into a stationary object has only himself to blame probably assists a good deal in the attitude that so long as one is stationary the other fellow should look after himself.

Back to the Donkey

This belief was fostered by the famous donkey case of *Davies v. Mann*, where the driver of a horse-drawn vehicle was held to blame for running down a donkey which, though stationary, was tethered in the middle of the road. The argument was that the horse driver had had the "last opportunity" to avoid the collision. In the light of modern conditions and of two recent cases, it is clear that close thought ought to be given by every driver when stopping on the highway to his position if an accident occurs while he is parked—either by direct involvement in the collision or by indirect means by his mere presence. This is necessary not least in his own interest.

There are frequently cases of vehicles running into the back of other unlit stationary vehicles at night. No longer is it the answer in this sort of case to say that the fault must always be that of the overtaking driver, because he was either not keeping a proper lookout or he was driving so fast that he could not pull up within the range of his vision. In those events the responsibility for the accident is generally split between the two drivers.

Blame on Stationary Vehicle

But suppose one runs into the back of a lighted vehicle at night—can that ever be anyone's fault but one's own? A recent case shows that, even here, the driver of a stationary vehicle may, quite likely, have to take some part of the blame.

The facts of *Aston v. Mattacott* were that a motorcyclist was killed by running into the off-side rear wing of a stationary vehicle on a long straight main road. The vehicle driver had stopped to fasten his bonnet, which had worked loose. He had chosen to stop—albeit for only about half a minute—in the exact centre of the left-hand half of the road and almost exactly under an overhead railway bridge. It being impossible to prove that the car's lights were off before the accident—the only witness was dead, and, although off immediately afterwards, they might have been broken in the crash—the deceased motorcyclist's next of kin as plaintiff was forced to rely upon the allegation that the stupidity of the motorist in stopping where he did had contributed to the accident.

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The Driver of a Moving Vehicle May Not be Solely to Blame if he Collides with One that is Stationary

The point was, of course, that by his stopping in the exact spot where a moving vehicle would be, and where it would be most unlikely that any driver would stop when he could pull in either before or after the bridge, the overtaking motorcyclist was misled into believing he was overtaking a moving vehicle. Even if it were doing 5-10 m.p.h. he could almost certainly have swerved out, but he was clearly on it before he realized it was stationary. This allegation of negligence was accepted by the judge, who found the driver of the car one-fifth to blame, and the Court of Appeal refused to interfere with this finding—a result which is of considerable significance.

In *Murray v. Park Brothers (Liverpool), Ltd.*, the third defendants were the owners of a van parked near the scene of an accident between the plaintiff's motor scooter and the first defendants' vehicle, driven by their servant, the second defendant. The van had been parked and left unattended so near to the junction of two roads that it obscured the view of both the plaintiff and the first defendants' driver when approaching the junction. Both the motor scooter and the other vehicle were going somewhat too fast.

Responsibility Apportioned

It was argued that a stationary parked vehicle could not be held responsible in any degree for an accident between two other vehicles, but the judge rejected this argument. He held that, although the plaintiff was 30 per cent. to blame herself for the accident, the defendants were together responsible for 70 per cent. Of this amount, he apportioned four-fifths as representing the first and second defendants' share of the blame and one-fifth as representing the third defendants' blame for the faulty parking of their van, which caused the other two vehicles to get into the position that they did.

It can clearly be seen that if a driver stops a vehicle on the highway in such a manner as either to mislead other road users or to confuse them in any way, there may be a finding of negligence against him in a civil action, whether this vehicle was involved in a collision or not.

In both these cases the proportion of blame that the stationary vehicle had to bear was the comparatively low one of one-fifth, but, of course, even this could amount to a large sum if the total damages were really heavy. It is, in any case, indicative of a trend that the principle of the old donkey case should have been ignored in both cases.

Nowadays traffic moves so fast and is so thick that any act which might reasonably mislead or confuse another road user is negligent notwithstanding that the latter is also to blame. Parking should always be carried out in the light of that thought.

[These points should be borne in mind by provincial authorities who may be considering following London's example and permitting the parking of unlit vehicles in streets at night. This practice is particularly dangerous in fog, although it has little to commend it at any time.—Ed.]

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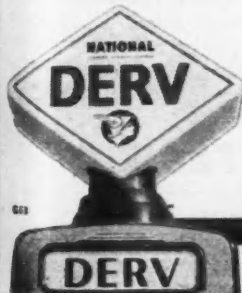
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This Seddon Mark 15/10 has a Leyland O.375 oil engine and a six-speed gearbox. The wheel-base is 14 ft. 6 in. and the vehicle can carry nearly 10 tons. A similar model is shown on Stand 101 at the Scottish Show (see pages 507-513).



TAKE CARE In Choosing a Vehicle

WHEN a new vehicle has to be obtained, the requirements of the traffic are obviously the prime factors affecting selection. Platform space and carrying capacity have to be considered in relation to the kinds of journey and delivery to be made. Ancillary operators are often more favourably placed than hauliers when making a choice, as C-licensees have the better opportunity to match their vehicles to specific traffics, and even, in some instances, known terminal points.

Most buyers, however, have to compromise. The wide range of vehicles offered by manufacturers usually permits a user to obtain a vehicle to suit his needs, but there is the possibility that a wrong choice could be made if all factors are not reckoned with.

Most manufacturers offer many variations to their basic chassis specifications. There is also a diversity of types of body which may be fitted to a selected chassis. Ultimately, the cost of operating the vehicle will be the only yardstick to determine whether a successful purchase has been made. It is therefore important to bear in mind the relationship between the 10 items of operating cost which go to make up the total, and the effect which variations in specification can have.

Two-speed Axle

When a basic chassis has been decided upon, such additions as a two-speed axle could reduce fuel cost. More generous tyre equipment, though increasing initial price, could more than compensate for this by better wear.

A haulier may be undecided about the ideal size of vehicle for the varying traffics he has to carry. Where the loads are available, the maximum-capacity vehicle must obviously return the lowest cost per ton, but, with increasing competition and declining traffics in some areas, a smaller model may prove more economic. Only a careful examination of the operating costs of possible alternative vehicles will permit a reasonable assessment to be made.

Because of the improvement in design, there is today less variance of opinion between fleet engineers and their colleagues in the traffic department about what constitutes an ideal vehicle. With the greater range of vehicles now offered by the quantity-production manufacturer, more consideration has to be given to a policy involving frequent replacement of vehicles of low initial cost. Not only traffic requirements but trading tradition and custom have a strong influence in this respect.

Planning for Profit

Precise Evaluation of the Merits of Different Models Before Purchase Saves Money Later: Reckoning Optimum Size

It is now common for trade and industry to operate with small stocks. This has meant that the frequency of deliveries has increased, a result which, in turn, has underlined the importance of terminal facilities. Special bodywork can facilitate speedy turn-round, but a vehicle suited to only one kind of work has limited scope for return loads, and low residual value.

Articulated vehicles show to advantage when platform length is more important than weight-carrying capacity. It is appropriate to quote the legal maximum overall gross weights for the different types of vehicle: four-wheeler, 14 tons; six-wheeler, 20 tons; eight-wheeler, 24 tons; drawbar trailer, 14 tons. A rigid vehicle may be no longer than 30 ft. and an articulated 35 ft. A drawbar trailer must not exceed 22 ft., but there is no limit laid down for the combined length of a prime mover and trailer.

Although buyers naturally give most thought to technical specification, the high proportion of wages in total operating cost should not be overlooked. The smaller the vehicle, the greater the proportion of wages, as the following details relating to a 10-cwt. van averaging 200 miles per week show: Assuming the unladen weight is 18 cwt., annual licence duty will amount to £12 10s. or the equivalent of 5s. per week. Where a full-time driver is employed, wages are estimated to be £9 4s. 3d. per week. This allows for insurance contributions and holidays with pay. Rent and rates are assessed at 7s. per week, and vehicle insurance at 7s. 6d., based on an annual premium of £18 15s.

Capital Outlay

Allowing for a nominal interest rate of 3 per cent. on the initial price of £485, the weekly charge on the capital outlay is 5s. 10d. This gives a total of £10 9s. 7d. for the five items of weekly standing cost.

Fuel consumption would normally be assessed on an average of 29 m.p.g., but much stop-and-start work would probably be involved. Allowing a 10-per-cent. increase because of this, fuel cost per mile would amount to 1.70d. where bulk purchases were made at 3s. 9d. per gal. Lubricants are assessed at 0.16d. per mile.

With a set of tyres costing £33, and an estimated mileage life of 20,000, this item of running cost will amount to 0.39d., whilst maintenance is reckoned at 1.24d. per mile.

As opposed to the time method, depreciation is calculated on mileage, and vehicle life in this instance is reckoned at 75,000 miles. The sum to be written off is obtained by deducting the cost of a set of tyres and the residual value from the initial price. This results in a depreciation cost of 1.25d. per mile.

Here again, however, some allowance has to be made for obsolescence resulting from the low weekly mileage, and depreciation will be increased to 1.37d. These five items of running cost total 4.86d. per mile.

Expressed as a cost per week, these items amount to: fuel, £1 8s. 4d.; lubricants, 2s. 8d.; tyres, 6s. 6d.; maintenance, £1 0s. 8d.; depreciation, £1 2s. 10d.; total, £4 1s. 0d. Total operating costs thus become £14 10s. 7d.

Of this amount, wages represent 63.41 per cent., even when the week's work is completed in 44 hr., whilst fuel represents 9.75 per cent. Because interest at 2.01 per cent. and depreciation at 7.86 per cent. are together less than 10 per cent. of the total, it is obvious that any addition or improvement to vehicle design which facilitates increased productivity by the driver would be well worth while. Whilst the addition to the initial cost of £100 spent on a time-saving device would add only 5s. or 6s. per week to the standing cost, a 5-per-cent. increase in productivity may well raise traffic revenue by £1.

An operator may be undecided as to the size of vehicle to purchase. I will give the relative operating costs of a 5-, 6- and 7-ton oiler to exemplify this kind of comparison.

Dealing first with the 5-tonner, an unladen weight in the 2½-3-ton category gives a weekly licence cost of 14s. Wages again amount to £9 4s. 3d., whilst rent and rates are 10s. 6d. With an annual premium of £33, vehicle insurance would be the equivalent of 13s. 2d., whilst interest charges amount to 15s. 1d., based on an initial cost of £1,250.

With oil fuel purchased in bulk at 3s. 10d. per gal. and an average consumption rate of 18 m.p.g., the fuel cost per mile is 2.56d. Lubricants are reckoned at 0.24d., and tyres 1.27d., on a mileage life of 30,000. Maintenance is assessed at 2.00d. per mile.

Assuming a mileage life of 150,000 applies to all three vehicles, to facilitate comparison, the depreciation cost comes to 1.50d. per mile for the 5-tonner. Total running costs thus amount to 7.57d. per mile.

If all three vehicles average 600 miles a week, the running cost for the 5-tonner is £18 18s. 6d., giving a total of £30 15s. 6d. as a weekly operating cost.

As the unladen weight of the 6-tonner, although a little higher, would probably remain in the same category, licences again are 14s. per week. Wages, however, will now be paid

relative to the 5-10-ton class and will be increased to £9 11s. 6d. The remaining three items of standing cost will also be slightly raised. Rent and rates will be 11s., insurance 15s. 2d., and interest 15s. 11d. per week. Total standing costs are £12 7s. 7d.

With a fuel-consumption rate of 16 m.p.g., fuel costs 2.88d. per mile for a 6-tonner. Lubricants remain the same at 0.24d., but tyres are increased to 1.35d. per mile because of the slightly higher cost per set. Maintenance is assessed at 2.18d. and depreciation 1.58d. per mile, assuming the initial price to be £1,325. The total running cost per week for the 6-tonner is £20 11s. 6d., and the total operating cost £32 19s. 1d.

For the 7-tonner, licences will be reckoned at 15s. 6d. per week, with unladen weight in the 3-3½ ton category, whilst wages will be the same as for the 6-tonner at £9 11s. 6d. Rent and rates are now assessed at 11s. 6d., insurance 17s. 2d., and interest 18s. 3d., giving a total standing cost per week of £12 13s. 11d.

Fuel cost is calculated at 3.07d. per mile, lubricants 0.25d., and tyres 1.48d. Maintenance is increased to 2.34d. and depreciation to 1.84d., based on an initial cost of £1,525. For the 7-tonner, running costs amount to £22 9s. per week and the total operating cost is £35 2s. 11d.

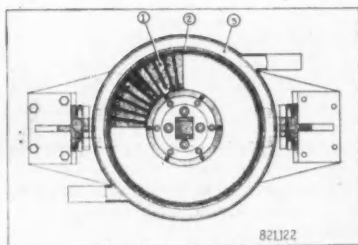
To have a 6-tonner instead of a 5-tonner therefore involves spending an additional £75 on the price, and £2 3s. 7d. more in weekly operating costs (10s. 7d. extra on standing charges and £1 13s. running costs). To have a 7-tonner instead of a 5-tonner means £275 higher initial outlay and £4 7s. 5d. more in weekly operating costs (16s. 11d. extra on standing costs and £3 10s. 6d. running expenses).

From such comparisons, operators could then determine, relative to their own traffic, the amount of partial loading that could be permitted on larger vehicles before it outweighed the advantage of extra capacity. S.B.

Eddy-current Braking

PATENT No. 821,122 describes an eddy-current braking system for road vehicles. The brake covered is claimed to withstand continued heavy use without overheating or fading. An additional advantage is that no current is drawn from the vehicle batteries so that electrical failure will not affect the opera-

tion of the brake. (Philips Electrical Industries, Ltd., Spencer House, South Place, London, E.C.2.)



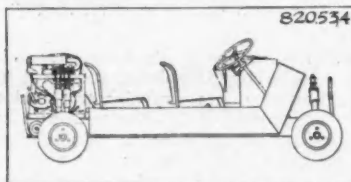
dissipated quickly and this is done by enclosing the stator in a water-jacket (3) which is connected to the main engine cooling system.

The braking action arises from the copper tube acting as a complete short-circuit to the current generated in it as it moves through the magnetic field. To obtain the "brake off" position no switchgear is used, the stator being slid endwise out of the plane of magnetic flux. For this purpose, the stator is on rollers which run on guide rails.

A FOLDING VEHICLE

A VEHICLE that can be folded for air transport is the subject of patent No. 820,534. (J. Dolphin and Hydraulic Developments, Ltd., 12 Station Road, Reading.) The drawing shows the vehicle ready for the road. It is built on a central backbone chassis and the road wheels are suspended on parallel-link motion arms to enable them to be raised to the vertical position for stowage above the frame.

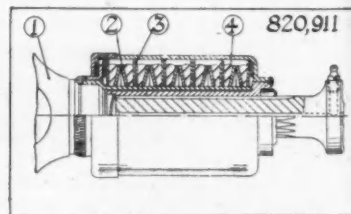
The bodywork consists of a pair of punt-like units; these hinge around the tubular frame to fold upwards. All the



controls are carried through the central chassis member. When the bodywork is folded up, it forms a crate-like structure with the chassis at the bottom. The body members are watertight and will allow the vehicle to float on water. The specification has seven sheets of drawings describing the details and references are made to an earlier patent numbered 687,794.

A RESILIENT COUPLING

A RESILIENT coupling for insertion in short propeller shafts is described in patent No. 820,911. (H. Happ, H. Hartz and R. Bardt, Im Sachsenlager 15, Frankfurt am Main, Germany.)



The drawing shows the joint which is located in the propeller shaft close to the fork (1) of the normal universal joint. The latter drives an inner member carrying a number of V-section rings (2). Interleaved with these are inwardly projecting rings (3) fixed to the outer casing, which is in turn connected to the propeller shaft.

Torque is transmitted through bonded-rubber elements (4) which are loaded in shear.

tion of the brake. (Philips Electrical Industries, Ltd., Spencer House, South Place, London, E.C.2.)

By employing modern high-flux magnet materials the mechanism can be made very compact. Referring to the drawing, a rotor comprising a ring of magnets (1) is mounted on a convenient part of the transmission, the poles of the magnets being laid alternately north and south on the periphery.

Around the magnets is the stationary portion, comprising a thin copper tube (2) and outside this an iron ring to complete the magnetic circuit. As the mechanism is so compact, heat must be

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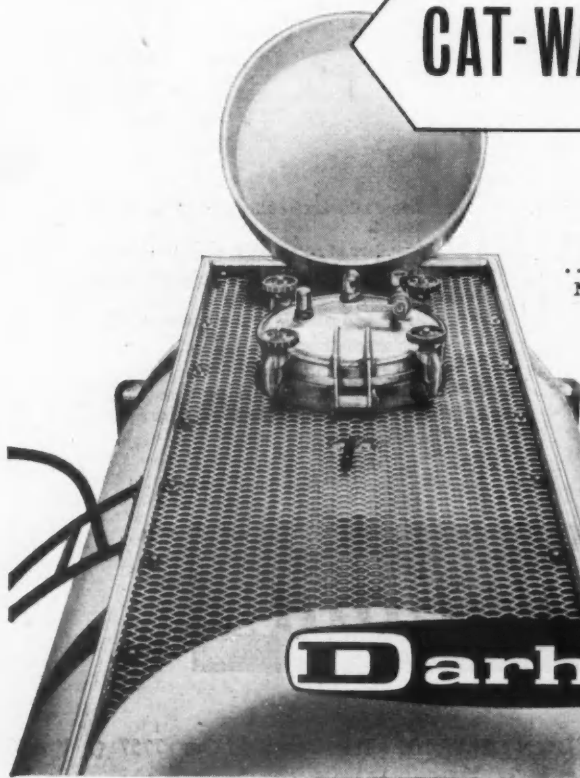

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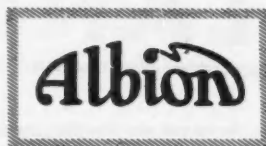
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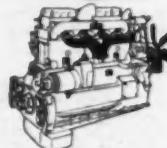
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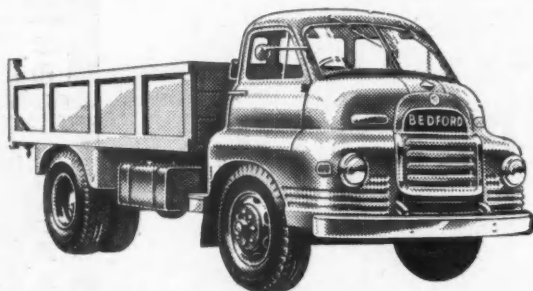


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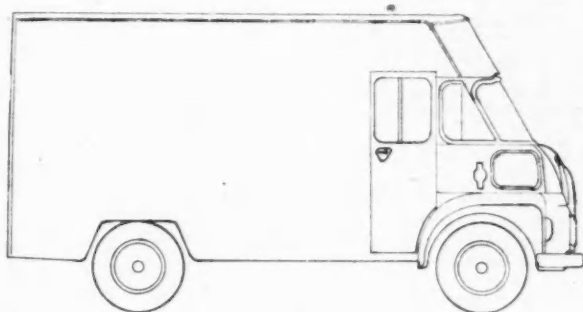
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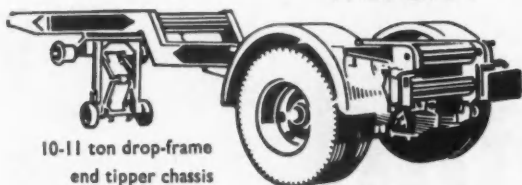
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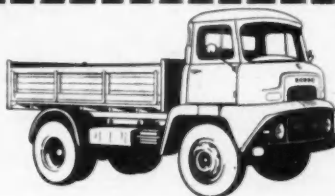
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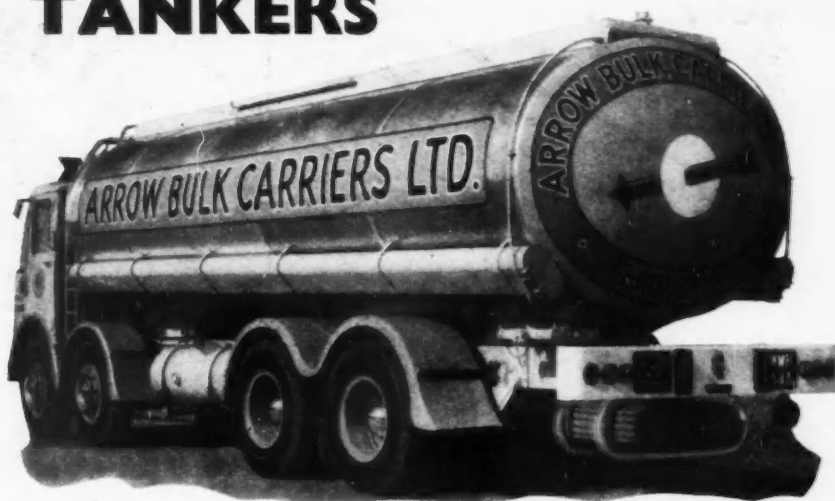
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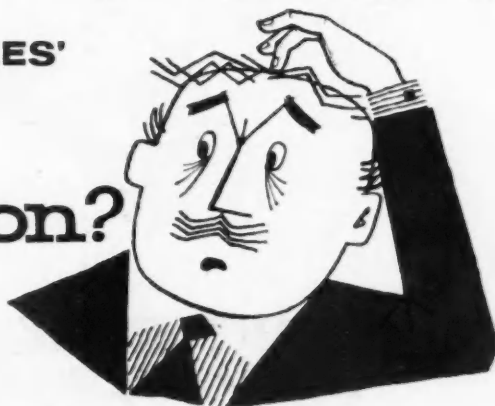
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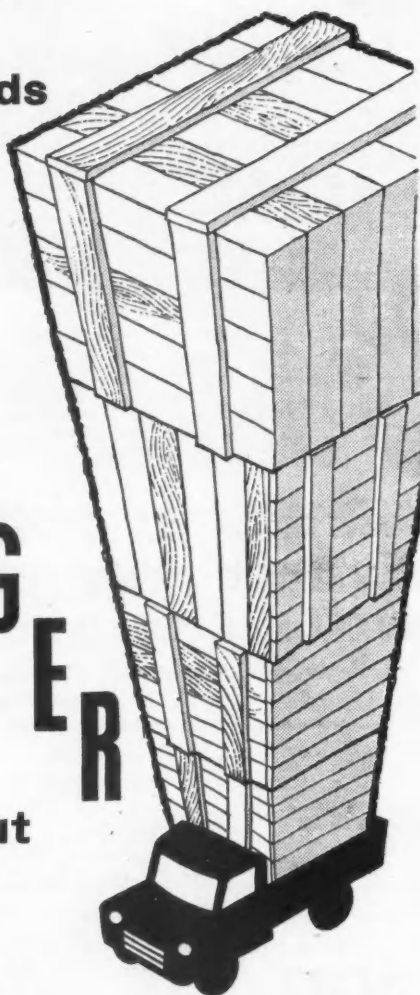
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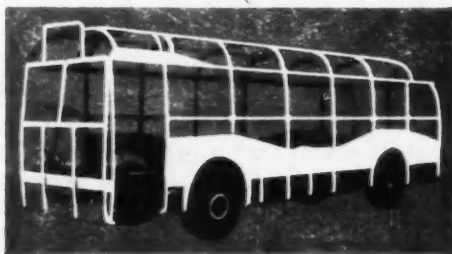
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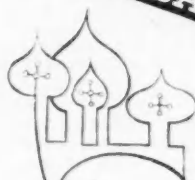
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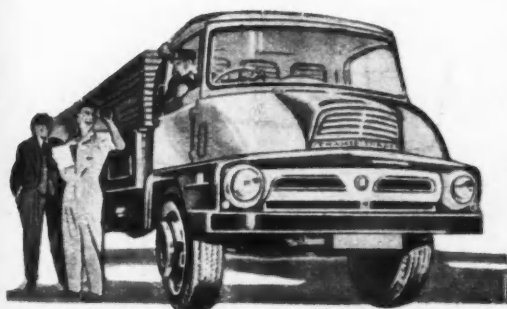
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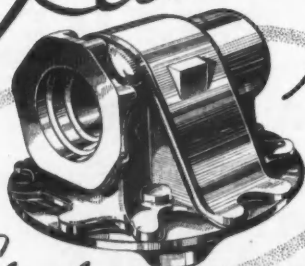
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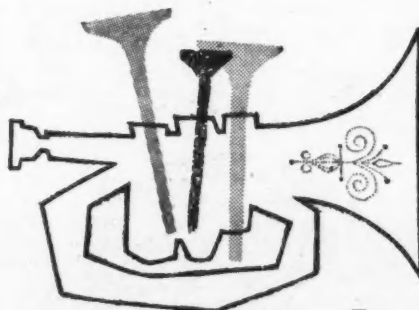
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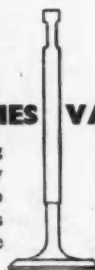
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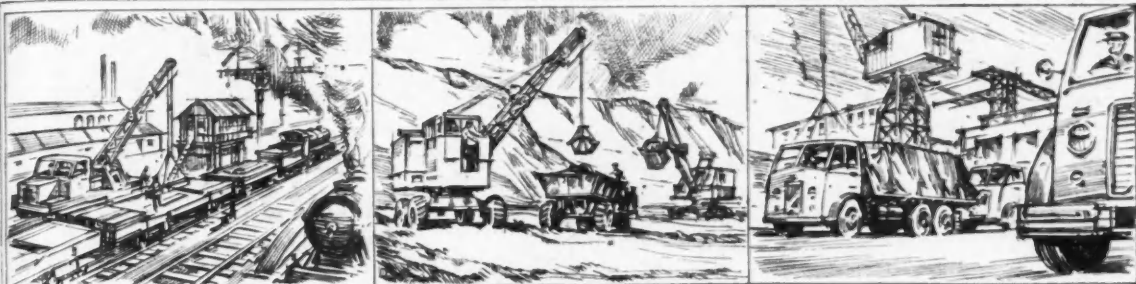


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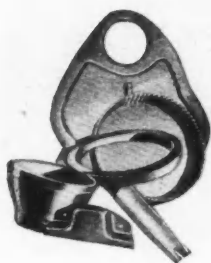
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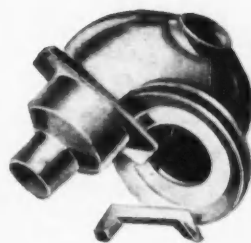
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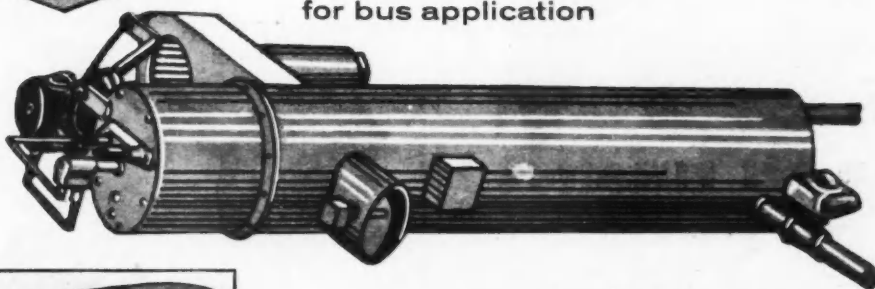
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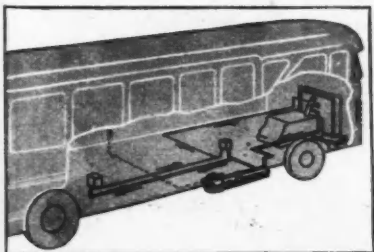
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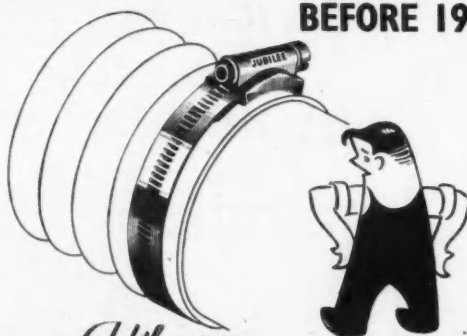
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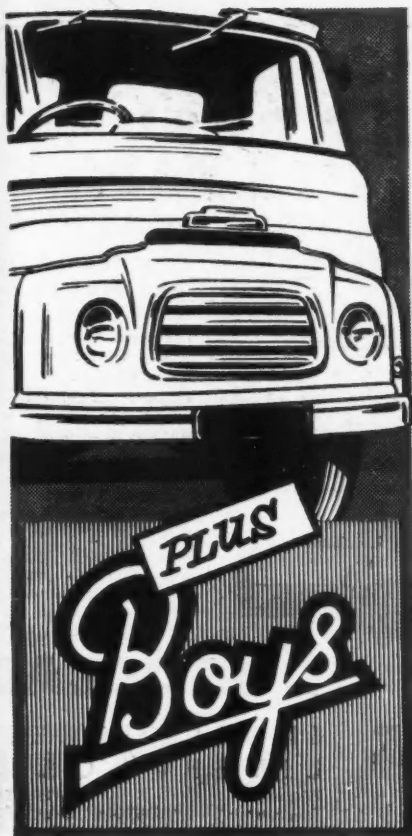


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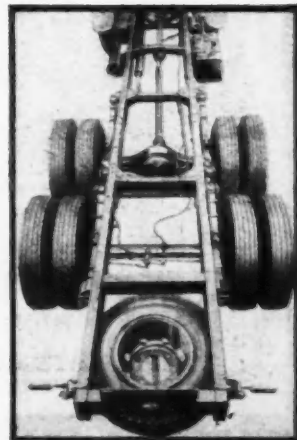
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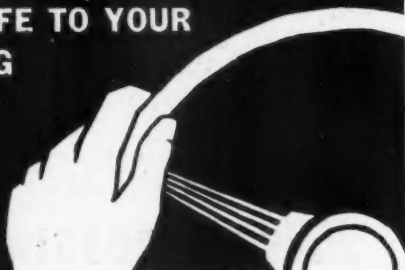
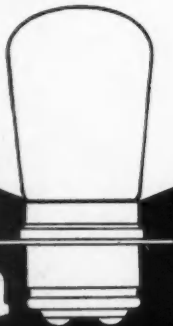
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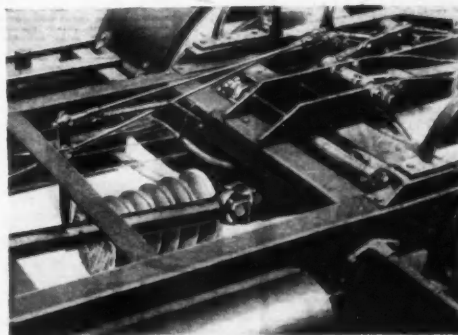
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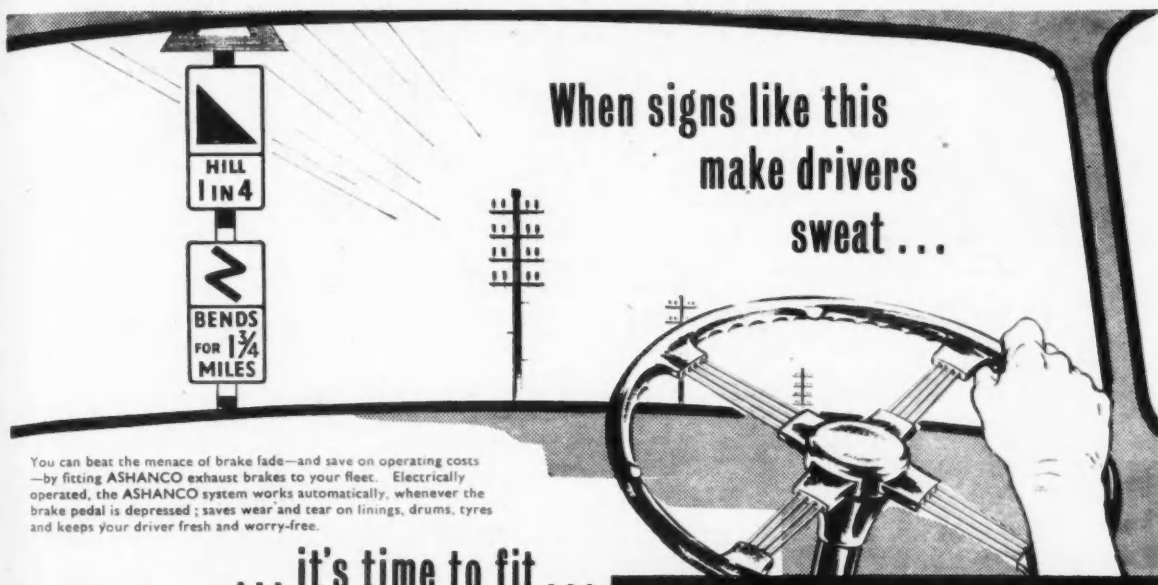
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WANTED: A.E.C. Matador, preferably unused since ex-Ministry, must be full air-braked and fitted with winch; cab condition unimportant. Tyrrell Bros., Ltd., Long Reach, Ockham, Ripley, Surrey. 830-9

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Used Goods Vehicles (contd.)

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1957 ATKINSON 8-wheel tipper, 6LW, double-drive, air brakes, 5-speed box, taxed, £2,850. Box CM3012, care of "The Commercial Motor." 830-XA788

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Used Goods Vehicles (contd.)

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Used Goods Vehicles (contd.)

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HIGH ROAD, PONDERS END, ENFIELD, MIDD.X.
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MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

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1953 BEDFORD 5-ton truck, P6 diesel, £425.
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1949 BEDFORD 2-3-ton long-wheelbase truck.

BEDFORD 10-12-cwt. vans and conversions, large selection, 1954-58, mostly overhauled and repainted.
BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

LATEST LOW-DEPOSIT CREDIT TERMS.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE.

LEIGHTON ROAD,
LONDON, N.W.5.
Gulliver 5555. 830-351

- 1954 BEDFORD 3-ton chassis and cab, one owner, good condition, £300.
1951 BEDFORD tipper, one owner, £145.

- 1954 BEDFORD 25-cwt. van, one owner, £225.
Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 830-306

- 1956 CA van, clean condition, sound runner, £250.
Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 830-396

- HUNTER VEHICLES, LTD., 290 Southbury Rd., Enfield.
1953 BEDFORD 4-ton integral Luton van, 775 cube, petrol, one owner, excellent condition, painted red.

HIRED-PURCHASE terms arranged. Phone, Howard 4184. 830-35

- 1953 7-ton BEDFORD steel-tipper, fitted Perkins P6 diesel, good tyres, batteries, etc.
1948 M.W.B. tipper, 2-speed axles, good tyres, reconditioned engine.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, Rutland. Phone, Uppingham 3296-7. 830-169

HENSMAN, Brentwood 5252, offer:—

- 1956 BEDFORD 7-ton all alloy drop-side truck, Perkins P6 engine, choice of two, £545.
1949 BEDFORD 5-ton Luton van, approx. 1,200 cu. ft. in excellent condition, £425.
1947 BEDFORD 3-ton Luton van, good body and tyres, £140. 830-25

- 1954 BEDFORD 10-ton tractor unit fitted with Scammell coupling gear in excellent mechanical condition, tidy cab, £375 or near offer.
PHONE, Rushden 3221. Messrs. Johnsons Motor (Rushden), Ltd., Washbrook Rd., Rushden, Northants. 830-23

- 1954 7-ton petrol, steel-bodied tipper, extended sides, excellent mechanical condition, any trial, £325.
1956 Model 7-ton petrol, long-wheelbase drop-side, overhauled and repainted, any trial, £425.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham 9. Fre 4933. 830-265

- 1953 BEDFORD (R6) 7-ton long-wheelbase tipper.

- 1951 BEDFORD (petrol) 7-ton drop-side truck.

- BARTON MOTORS (PRESTON), LTD., Preston. 830-343

Used Goods Vehicles (contd.)

SHUKERS OFFICIAL

NEW BEDFORD wheelbase diesel engine and chassis, price of £1,410.

USED vehicle

- 1956 BEDFORD new van and new

- 1957 (twelve) good condition for work at £1,410.

- 1954 BEDFORD body for work at £1,410.

- 1949 (twelve) good condition for work at £1,410.

- 1951 (twelve) good condition for work at £1,410.

- 1950 (twelve) good condition for work at £1,410.

- 1949 (twelve) good condition for work at £1,410.

- 1948 (twelve) good condition for work at £1,410.

- 1947 (twelve) good condition for work at £1,410.

- 1946 (twelve) good condition for work at £1,410.

- 1945 (twelve) good condition for work at £1,410.

- 1944 (twelve) good condition for work at £1,410.

- 1943 (twelve) good condition for work at £1,410.

- 1942 (twelve) good condition for work at £1,410.

- 1941 (twelve) good condition for work at £1,410.

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- 1939 (twelve) good condition for work at £1,410.

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- 1937 (twelve) good condition for work at £1,410.

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- 1934 (twelve) good condition for work at £1,410.

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- 1932 (twelve) good condition for work at £1,410.

- 1931 (twelve) good condition for work at £1,410.

- 1930 (twelve) good condition for work at £1,410.

- 1929 (twelve) good condition for work at £1,410.

- 1928 (twelve) good condition for work at £1,410.

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- 1923 (twelve) good condition for work at £1,410.

- 1922 (twelve) good condition for work at £1,410.

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- 1919 (twelve) good condition for work at £1,410.

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- 1917 (twelve) good condition for work at £1,410.

- 1916 (twelve) good condition for work at £1,410.

- 1915 (twelve) good condition for work at £1,410.

- 1914 (twelve) good condition for work at £1,410.

- 1913 (twelve) good condition for work at £1,410.

- 1912 (twelve) good condition for work at £1,410.

Used Goods Vehicles (contd.)

SHUKERS OF SHEFFIELD, LTD.

OFFICIAL BEDFORD DEALERS SINCE 1932.

OFFER:-

NEW BEDFORD 7-ton forward-control 168-in.-wheelbase drop-side truck with 18-ft. body, 300-cu.-in. diesel engine and 2-speed rear axle, 990 by 20 tyres, list price of £1,411 15s.

USED vehicles.
1956 BEDFORD 5-ton long-wheelbase platform truck, P6 diesel engine in sound condition, very good tyres and new floor in body, £495.

1957 BEDFORD 7-ton long-wheelbase diesel tipper, twin-ram gear and good double-drop-side body, 14 ft. 8 in. long, 900 by 20 tyres, complete vehicle in very good condition and top value at £860.

1954 BEDFORD 3-ton petrol boxvan, very good body and mechanically, good tyres and ready for work at £295.

1949 BEDFORD 5-ton long-wheelbase petrol tipper, twin-ram gear and drop-side body, good runner and ready for work at £140.

ALSO choice of many other good used vehicles. Why not send us your inquiries?
SHUKERS LTD., 56-60 Broad St., Sheffield, 2. Phone 33911 (four lines). 830-258

LAWSON PIGOTT MOTORS, LTD.

BEDFORDS ARE OUR BUSINESS.
FOR SOUNDTEST VALUES AND
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VANS, TRUCKS, TIPPERS, PANTHECHNONS, NEW AND USED. WIDE RANGE NOW IN STOCK.

BEDFORD 10-12-cwt. van.

BEDFORD 10-12-cwt. van.

BEDFORD Workabus.

BEDFORD Utilabake.

BEDFORD 30-cwt. vans.

BEDFORD 5-ton short-wheelbase tipper.

NEW BEDFORD chassis, trucks, tippers, 3-ton to 8-ton, petrol and diesel, for immediate delivery. **BUY** now! Take advantage of low hire-purchase deposit, part-exchanges certainly with fair allowances.

WANTED, used BEDFORDS. Good prices offered.

PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. Saturdays.

186 EAST BARNET ROAD,

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111. 830-86

G.T.C. (COMMERCIALS), LTD.

1957 BEDFORD 3-ton long-wheelbase drop-side truck, one C-licence owner-driver from new, £485.

1956 BEDFORD 5-ton long-wheelbase truck, really clean, £365.

1956 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, very good order, £350.

1955 BEDFORD 7-ton long-wheelbase truck, £250.

1955 BEDFORD diesel 7-ton boxvan, separate cab, in superb condition, one C-licence owner, £550.

1955 BEDFORD 5-ton long-wheelbase drop-side tipper, one owner, in far above average condition, £450.

1953 BEDFORD A model 5-ton long-wheelbase drop-side truck, £195.

1953 BEDFORD A model 30-cwt. Luton van, separate cab, 6 ft. 6 in. inside height, one owner, £335.

1952 BEDFORD diesel 7-ton long-wheelbase truck, very good order, £250.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground). Advance 5242. 830-407

TOM BYATT, LTD.

FULL range of used BEDFORD trucks and vans always in stock.

WRITE us for details of our comprehensive range.

NEW BEDFORDS of MOST MODELS IN STOCK

FOR IMMEDIATE DELIVERY.

PHONE, CALL, WRITE.

TOM BYATT, LTD.

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STOKE-ON-TRENT.

TERMS. EXCHANGES.

Phone, Stoke-on-Trent 48581 (six lines). 830-471

1952, October, BEDFORD 5-ton short-wheelbase tipper, very clean condition, £150. Hamblins Garage, Rectory Rd., Rushden 3211.

1952 7-ton BEDFORD long-wheelbase truck, £350.

1954 BEDFORD CA van, £250.

1957 BEDFORD Dormobile de luxe, £465.

COOMBS COMMERCIAL (GUILDFORD), LTD., 6297, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 8297.

Bedford Wanted

A BEDFORD for sale? Phone, Hamilton Motors, A 466-490 Edware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 222-915

Used Goods Vehicles (contd.)

BEDFORD. All types wanted.

BEDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

222-281

BEDFORDS wanted! Bedford wanted! We want Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 222-814

B.M.C.

1956 (Late) B.M.C. diesel, 5-6-ton long-wheelbase drop-side tipper, 900 by 20 tyres, £650. Wines, Benedict St., Glastonbury. 830-7

1957 B.M.C. diesel articulated unit, Scammell coupling, Eaton 2-speed axle, just fitted with new engine, in exceptionally clean condition, £700. Choice of trailers if required. Also a number of other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-208

COMMER

THE CATHEDRAL GARAGE, LTD.

BRISTOL 20031,

OFFER

CHOICE of four 1957-8 COMMER 7-ton Rootes diesel 13-ft. 6-in. wheelbase chassis-cabs, excellent condition throughout, well tyre, one owner, taxed, at £875 each. 830-7928

1957 COMMER Cob 7-cwt. van, one owner, taxed, £295.

OKATHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13, Palmers Green 0446 and 1023. 830-56

7-TON tipper, 1950, £195. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 830-95

1952 COMMER (P6) 5-ton platform lorry.

BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4064. 830-342

1954 COMMER 3-4-ton extended chassis, fitted 19-ft. 6-in. drop-side truck, Perkins P6 engine, vehicle in good order, £325. Terms. Phillip Foster, 106 High St., Uxbridge. Phone 4202. 830-356

1954 COMMER Q3 Superpoise 3-4-ton, P6 diesel, boxvan (separate cab), in very good order throughout, £285. W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322. 830-322

1959 COMMER TS1 7-ton short-wheelbase tipper with steel body, usual extras, cost originally £2,000, our price £1,550; choice of two. Hamblins Garage, Rectory Rd., Rushden 3211. 830-416

1957 COMMER TS3 diesel artic. unit, fifth-wheel coupling, 2-speed axle, fitted with Hands USSK 12-ton tipping trailer, 20-cu.-yd. steel body, Edward Bros. twin-ram underfloor gear, 9-00 by 20 all round outfit in perfect condition. Price and particulars—

PLANT HIRE (SHROPSHIRE), LTD., Delph Side, Broseley, Shropshire. Phone, Ironbridge 3107. 830-289

1957 COMMER TS3 diesel artic. unit, Scammell coupling, excellent order, 2-speed axle, £750. Choice of trailers available. Also a number of other good Commers vehicles in stock. Terms and exchanges.

1956 COMMER TS3 diesel long-wheelbase truck, 18-ft. body, a very good vehicle, £650; choice of three.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-213

G.T.C. (COMMERCIALS), LTD.

1957 COMMER TS3 diesel 7-ton long-wheelbase drop-side tipper, 10-cu.-yd. body, ex C licence operator, ideal for bulk coal, choice of two, £675.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station) Advance 5242. 830-404

1956 COMMER TS1 diesel tipper, alloy body, good condition, £585. Choice of two. Walkers Field 3667. 830-470

DENNIS

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS.

(BEDS., CAMES., PETERBORO' AND N. HERTS.)

FOR

NEW AND USED COMMERCIAL VEHICLES

A SUITABLE CHASSIS FOR EVERY PURPOSE.

PAX, 5-7 ton, up to 25 ft. body length.

PONDOR, 8 ton, up to 22 ft. body length.

HEFTY 9 ton up to 22 ft. body length.

ALL inquiries welcomed.

PART exchange. H.P. terms.

LEVEL WORKS, Biggleswade, Beds. Phone, Biggleswade 2265(6). 830-189

1955 DENNIS 7-ton Centaur, fitted with a 1,800-gal. 5-compartment spirit tank, whole vehicle in tip-top condition, and of modern appearance, for the sum of £1,100.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsa, Portsmouth. Phone, Portsmouth 60361. 830-493

DENNIS Centaur 8-ton tipper, recently rebuilt, good tyres, £575. E. L. Bouts Motors, Ltd., Stafford St., Wolverhampton. Phone 23295 (three lines). 830-7941

Used Goods Vehicles (contd.)

Dennis Wanted

LEFT-HAND-DRIVE 6-wheelers, diesel, long-wheelbase, late type, required for export. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 830-218

DODGE

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 830-110

1959 6-ton DODGE, forward-control short-wheelbase tipper, Eaton 2-speed rear axle, power steering, £1,250. Hamblins Garage, Rectory Rd., Rushden 3211. 830-421

1956 Diesel-engine long-wheelbase aluminium-body drop-side truck, body length 16 ft., heavy-duty equipment all round, Eaton 2-speed axle, tyres as new, £450.

ALMA GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 830-277

1956 DODGE diesel artic. unit, 2-speed axle, 5-speed gearbox, in very clean condition, excellent runner, £550. Choice of several trailers if required. Also a number of other good Dodge vehicles.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-207

1952 DODGE Model 64 pantechicon, 1,350 cu. ft., Baco extension, in excellent condition, £480.

COOMBS COMMERCIAL (GUILDFORD), LTD., 6297, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 8297. 830-231

1955 DODGE 105, P6 engine, double drop-side platform truck, one owner, £450. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 830-191

E.R.F.

1949 E.R.F. 4LW without body Thomas Graveson Ltd. Warton, Carnforth. Phone, Carnforth 381. 830-7944

BIRMINGHAM COMMERCIAL OFFER

1954 E.R.F. 8-wheeler, one C licence owner.

1955 E.R.F. 8-wheeler, van body, C licence owner.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Vic 0437-8. 830-186

E.R.F. 1949 8-wheeler, 24-ft. flat, £750. Geo. H. Kendrick, Cattars Green, West Bromwich 9778. 830-153

FODEN

TWO FODEN 8-wheel tippers, 6LW, double drive, Pilot tipping gear, 15-cu.-yd. body, latest-type cab, end of contract, Rowley Regis Granite Quarries, Ltd., Springfield, Dudley, Worcs. Phone, Blackheath 2112. 830-7926

FODEN short-wheelbase tipper, steel body, ideal for dump truck, £375. E. L. Bouts Motors, Ltd., Stafford St., Wolverhampton. Phone 23295 (three lines). 830-7940

NEWPORT MOTOR SERVICES, East Oak Rd., Newport, Mon. Phone 59441.

SEVERAL 1955 FODEN 8-wheel tippers, with aluminium bodies. 830-165

FODEN 8-wheeler, 6LW Gardner, platform body, £225; Foden 6-wheeler, 5LW, £125.

BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey, Horley 4536. 830-128

1956 FODEN 8-wheel tipper, 6LW, double drive, alloy body, 12-speed box, £2,800. Box CM1013, care of "The Commercial Motor". 830-8788

1953 FODEN 6-ton tipper, good order throughout, approximately 25 m.p.h., £350. Hamblins Garage, Rectory Rd., Rushden 3211. 830-419

Foden Wanted

WANTED, 6-ton FODEN with 4LK Gardner engine, lowest price, but engine must be reasonable. Hey (Britannia), Ltd. Phone, Whitworth 3295-6. 830-472

FODEN ex W.D. 10-ton trucks, 6 x 4 required, Gardner 6LW engine, £400 by 20 tyres, good running condition. Please send full details to Box CM101, care of "The Commercial Motor". 831-7952

FORD THAMES AND FORDSON

CHOICE of four 1958 Thames Traders, 108 in., 5 ton, 6D, Anthony Hoi, 5-cu.-yd. tippers, with heavy-duty frames and fixed sides, painted grey, cab guards, spill boards, £850. H. E. Nunn and Co., Ltd., Manchester, Bro 2201. 830-4677

W. J. BROWN for the full THAMES range, 5 cwt.-7 tons and sound used commercial vehicles. 830-34

THAMES 10-cwt. vans, primer finished, from £110. Phone, Hamstead 2284. 830-28

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO. LTD.
BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

FORD 1955 10-cwt. builder's truck, good order and tyres, £185.
THAMES 1958 15-cwt. van, clean condition, 4000 mechanical order, £325.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 830-17

1952 FORD P4 diesel 2-ton van, £175.
1952 FORD P6 diesel Sussex 6-wheeler, platform, good runner, £165.
1950 FORD ET7, diesel, P6, 4-yd. drop-side steel body tipper, £175.
PHONE, EDGWARE 2572. 830-41

WELLSTON MOTOR CO. LTD.

381-9 WEST GREEN ROAD, LONDON, N.15.
Phone, Bowes Park 6821.

**OFFER FROM STOCK
NEW LUTON VANS
FOR IMMEDIATE DELIVERY.**

NEW FORD Trader 5-ton forward-control 1,700-cu.-ft. Luton van.
NEW FORD Trader 5-ton forward-control 1,250-cu.-ft. Luton van.

USED VEHICLES.

1955 FORD 3-4-ton diesel 1,200-cu.-ft. Luton van.
1955 FORD 3-ton 4D drop-side truck, £365. 830-90
1951 FORD 5-cwt. van, excellent runner, £75. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 830-68
1951 FORDSON 10-cwt. van, one owner, Reynolds, 85 Newnham Avenue, Bedford 67912. 831-7958
1955 2 FORD Thames ET7 tippers, Perkins, 5-yd. Anthony tippers, in excellent condition, from £225.
1955 Unregistered Thames ES7 diesel, long-wheelbase double-drop-side steel body, with Anthony hydraulic tailboard loader, in excellent condition, £375. W. Fox and Son, 169 Balaam St., E.13, Grangetown 1365. 830-132

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 41-seater Duple luxury coach, for early delivery, choice of colour and interior, 6-cylinder diesel.
TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,145.
TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,170.
TRADER 6D diesel 7-ton 6-yd. Anthony drop-side tipper, 9.00 by 20, immediate delivery, £1,401.
1953 FORD 10-cwt. van, £125.
HIKE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any body built to your requirements.
MITCHAM LANE, S.W.16, Streatham 3133-4. 830-125

LUTON 4-ton THAMES van, September, 1955, painted green, 1,340-cu.-ft. body, in very good condition, £595.
W. J. REYNOLDS (MOTORS), LTD., Ford House, New Rd., Dagenham, Essex. Dornford 6655. 830-120

1956 FORD 4D platform truck, excellent order. Carmo, Leighton Rd., Kentish Town, N.W.5. Gul 5555. 830-350

1958 FORD Trader 7-ton short-wheelbase tipper, £850.
1959 FORD 7-ton Trader medium-wheelbase steel-body tipper, as new.
HAMBLINS GARAGE, Rectory Rd. Rushden 3211. 830-418

FORDSON 4-5-ton long-wheelbase double-drop-side truck registered March, 1950, 16-ft. 6-in. wooden body, new Perkins P6 diesel engine fitted eight months ago (original engine cracked block due to frost), 8,000 miles since fitting, one owner from new, good tyres, the whole in first-class condition, bargain, £230.
LMA GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 830-282

1958 Thames Trader 6 diesel long-wheelbase 7-ton truck, in excellent order, £750.
1958 Thames Trader 6 diesel arctic unit with S.A.E. coupling, in excellent running order, one owner, £750. Also a number of other good Thames diesel vehicles.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-208

1956 5-ton FORD 4D long-wheelbase truck, £500.
1953 FORD 5-cwt. van, good condition, £125.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 830-235

1955 FORD Suffolk, 6-wheel, double-drive, 18-ft. drop-side flat, Perkins P6, one C licence owner, in exceptional condition and well tried, £385.
MYERS (COMMERCIALS), LTD., Olympia Buildings, Bradford, 1. 832-7961

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Used Goods Vehicles (contd.)

G.T.C. (COMMERCIALS), LTD.

1956 FORD 3-ton long-wheelbase 4D diesel boxvan, separate cab, 700-cu.-ft. capacity, ex C-licence owner (wholesale grocery), £425.
1956 FORD 4D diesel 3-ton short-wheelbase drop-side truck, good order, £265.
1955 FORD Perkins diesel 5-ton short-wheelbase tipper, 6-cu.-yd. body, very clean indeed, £250.
1955 FORD 4D diesel 4-ton long-wheelbase truck, £295.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242. 830-405

1955 FORD 4D 3-ton boxvan, one owner, excellent condition, £465.
FORD 1955 2-ton boxvan, 4D, one owner, £325. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 830-307

1955 FORD 4D Luton van fitted brand-new aluminium body, 1,450 cu. ft. Fibreglass roof, walk-in tail gate, £775. H. and N. Motors, Bridgman St., Bolton. Phone, Bolton 827; after hours, 4652. 830-383

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gire 2035-4. 830-397

GUY

1952 Wolf truck, 3-ton, good condition, Guy maintained, nearest offer £200. Fulham Pottery, Kenown 1188. 830-198

THE GREATEST BARGAINS.

1954 GUY Otter, 4LK engine, platform lorry (recent overhaul).
1956 GUY Invincible, 8-wheel, Meadows diesel, double-drive platform vehicle.
1955 GUY Otter, P6 engine, platform lorry, choice of two.

T.G.B. MOTORS, LTD.

PRIMROSE ENGINEERING WORKS.
CLITHEROE, LANCs. 784 (FOUR LINES). 830-344

GUY Otter long-wheelbase drop-side truck, Gardner engine, first registered March, 1952, Homalloy body, ready for immediate service, £365. Another similar machine, first registered June, 1953, P6 engine, £420.
LMA GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 830-280

HUMBER

Humber Wanted

WANTED, 1952 or later, HUMBER Pullman vans. Culver's Car Mart, Ltd., Moseley Rd., Fallowfield, Manchester, 14. Rusholme 6267-8. 832-7879

JENSEN

JENSEN, 23-ft. platform, 1954 specification. 7 Sefton St., Blackpool. 780-7917

KARRIER

KARRIER Bantam, 1948, platform, runner, £50. Morris Transport Co. Ltd., 63 Church Rd., Boldmere, Sutton Coldfield, Erdington 4131. 830-1

LAND ROVER

1958 LAND ROVER, 88-in. wheelbase, petrol, in excellent order, £495. Wray Park Garages, Reigate 2263. 830-77

1950 LAND ROVER, hard top, very clean and smart, £175. Edgware 2572. 830-37

1951 LAND ROVER, short-wheelbase, petrol, good condition, £265.
1952 LAND ROVER, short-wheelbase, petrol, good condition, £275.
1952 LAND ROVER, short-wheelbase, petrol, good condition, £275.
1953 LAND ROVER, short-wheelbase, petrol, good condition, £300.
1955 LAND ROVER, short-wheelbase, petrol, good condition, with side windows, hard-top assembly, £400.
1956 LAND ROVER, short-wheelbase, petrol, hard-top assembly, good condition, £425.
1957 LAND ROVER, short-wheelbase, good condition, petrol, £475.
1958 LAND ROVER, short-wheelbase, diesel, hard-top assembly, £650.
1958 LAND ROVER, long-wheelbase, diesel, good condition, £650.
1958 LAND ROVER, long-wheelbase, diesel, good condition, £650.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 830-230

LEYLAND

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone, 59441.
LATE 1957 LEYLAND Comet medium-wheelbase tipper, 830-164

1955 Comet, with drop-side truck body.
1956 Hippo 6-wheeler, 24-ft. platform, very clean vehicle.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Midx. Phone, Howard 1266. 830-100

1951 LEYLAND Octopus, 600 engine, strong timber drop-side body, well tried all round. Only one owner prior to ourselves, regularly maintained and serviced, in good condition throughout, keen price for quick sale.

COFFICE GARAGE, LTD., Watling St., Dordon (A5), Tamworth. Phone, Polesworth 333 and 427. 830-298

Used Goods Vehicles (contd.)

STANLEY HAULAGE,

MANOR HOUSE,
HOCKLIFFE,
BEDS.

1955 LEYLAND Comet short-wheelbase tipper, 11-ft. 10-in. timber body.
1956 LEYLAND Comet medium-wheelbase tipper, 14-ft. timber body.
1954 LEYLAND Comet short-wheelbase tipper, 10-ft. 6-in. timber body.
1950 LEYLAND 75 short-wheelbase tipper, 10-ft. timber body. 830-273

CENTRAL GARAGE,

AUTHORIZED

LEYLAND, ALBION DEALER.
BARNLEY ROAD, SOUTH ELSALL.
NEAR PONTEFRAC.
Phone, South Elmsall 276-7-8.

LEYLAND Comet, 1956, forward control, fitted with 19-ft. 6-in. drop-side body.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,

SOUTH ELSALL. 830-373

1956 Comet tipper, £1,050.
1946 Beaver flat, £240.
1950 Comet diesel, short-wheelbase tipper, £295.
NEW Comet CS3/3R. 830-228

JOHN HUDSON, Bawtry 362. 830-228

1956 LEYLAND Octopus 8-wheeler, double drive, 600 engine, 24-ft. body, air brakes, in excellent running order.
1956 LEYLAND Comet 90 tipper in exceptionally nice condition.
ALSO several other good LEYLAND 4-, 6- and 8-wheelers, 1950 to 1957 in stock.
R STEVENAGE MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-201

1951 LEYLAND Comet normal-control drop-side truck reconditioned engine, gearbox and back-end, weight 4 tons 3 cwt., £450. Cottee and Edwards, Nottingham. Phone 52213. 830-193

MAUDSLAY

1956 MAUDSLAY, ex-W.D., registered October, 1956, tipping body with 4LW engine, very clean, good runner, £300. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 830-192

MORRIS AND MORRIS-COMMERCIAL

MORRIS J2, 15 cwt., very low mileage, with passenger seats and absolutely as new, Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 830-67

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd. Kingston 5618. 830-97

EX-W.D. 4 by 4 tractors with winch, from £100 each. Cunney and Stewart, Ltd., Alfreton, Derbyshire. 830-802

1957 MORRIS 10-cwt. van, in very good condition, £365.
1954 MORRIS 10-cwt. van, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 830-234

1955 MORRIS 5-ton chassis and cab with diesel engine, in extremely good order throughout, two new tyres and batteries just fitted, special body can be fitted at a highly competitive price, £385. Heath and Wiltshire, Ltd., South St., Farnham (Surrey) 6234. 830-352

MORRIS-COMMERCIAL, 1952, Saurer diesel 6-7-ton, 16-ft. platform, truck, on 7.50 by 20 tyres, a very clean vehicle, £275. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322. 830-319

1954 MORRIS 5-ton forward control diesel platform truck, override gear, in excellent condition throughout. Humphreys, Barnes Lane, Goosnarth, Preston, Lancashire. Phone, Chipping 306. 831-x768

30-CWT. MORRIS diesel van, 1955, in exceptional condition, all ready to go to work, £300.
G. POTTER (FRAMLINGHAM), LTD., Phone, Framlingham 215-6-7-8. 830-283

RUTLAND

1954 Rutland tipper, Gardner 5LW, 5-speed gearbox, Eaton 2-speed axle, Pilot twin-ram 14-ft. 6-in. body, 9.00 by 20 tyre equipment, at reduced price of £450.
WOODYATT MOTORS, LTD., Milton Rd., Southend-on-Sea 43344. 830-33

SCAMMELL

SCAMMELL MH6 and MH3 units and trailers; several special vehicles, pole wagons, low-loaders available. Spares. Tilley's, Ltd., Wolverton, Buckinghamshire. 830-776

Used Goods

1947 SCAMMELL air-braked winch, ram, £1,250. Tel. SCAMMELL, 15, Cherrywood 4322. Reasonable prices. RUSH GREEN MOTORS, Stevenage 175.

1949 6-ton d. cond. M Birmingham

1953 SEDDO Eaton, David Brown, very fine and c. (Wimbledon), 506-508 Kingston Rd. Cherrywood 4322.

1955 SEDDO carrier, Edgware 2572.

1953 SEDDO engine wanted for OKTHORPE, Palmers Green

REDDON 1953 P6 diesel engine, A St., Bristol.

1955, August tipper, one owner and ad brakes recent condition and ca. G. ROWBER, 50 Handsworth St. and 6779.

1959 STANCO, 8,000 Exchanges, H. Epom. Phone

EX-W.D. 4 by 4 Stewart, Ltd.

1954, Dece. 7 ft. 3 in. almost new tyre recently fitted. LMA, 61 AR. A St., Bristol.

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Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), LTD.,
TROJAN AGENTS.

FINEST SELECTION IN GREAT BRITAIN.

- 1959** FORD 6D long-wheelbase double-ram steel-bodied tipper, 20,000 miles, only needs seeing, as new, £975.
- 1958** September, B.M.C. 7-ton chassis and cab, £875.
- 1958** BEDFORD 7-ton short-wheelbase tipper, Eaton 2-speed axle, 300 engine, low mileage, new condition, £845.
- 1958** FORD 6D Trader with 9.00 by 20 tyres, 7-ton cabin chassis, as new throughout, 160-in. wheelbase, £875.
- 1958** FORD 6D diesel 5-ton chassis and cab, 34,000 miles approx., 152-in. wheelbase, £845.
- 1958** BEDFORD D-type, 300 engine, 5-ton cab and chassis, condition equal to new, £745.
- 1957** August, BEDFORD A-type, 300 engine, Scammell artic. with low-loader, walk-in Tailgate, Tasker and pantechon trailer, 1,600 cu. ft. capacity, as new, £1,445.
- 1957** BEDFORD short-wheelbase tipper, 300 engine, £775.
- 1956** COMMER short-wheelbase tipper, very clean, £750.
- 1956** (December 31) BEDFORD short-wheelbase drop-side steel-bodied tippers, P6 diesel engine, choice of three, each £195.
- 1956** AUSTIN B.M.C. 7-ton, power steering, Eaton 2-speed axle, £735.
- 1956** COMMER TS3 tipper, £825.
- 1956** COMMER TS3 18-ft. 6-in. flat, 9.00 by 20 tyres, £795.
- 1956** September, long-wheelbase MORRIS 4-cylinder diesel drop-side truck, immaculate, £445.
- 1956** October, BEDFORD long-wheelbase 5-ton drop-side truck, immaculate, £665.
- 1955** FORD 4D, Balco extended chassis with reconditioned 1,350 cu. ft. Luton van body, bargain, £765.
- 1955** AUSTIN LDI diesel van, £385.
- 1955** September, AUSTIN B.M.C. diesel, new Luton van, walk-in Tailgate; approx. 1,350 cu. ft., £875.
- 1955** November, FORD 4D 30-cwt. diesel van, £325.
- 1955** SEDDON truck, P4 engine, £395.
- 1955** 7-ton DODGE steel-bodied tipper, £725.
- 1955** BEDFORD 7-ton diesel tipper, £585.
- 1955** FORD 4D, Balco extension, 1,400-cu.-ft. Luton van, £715.
- 1954** AUSTIN articulated unit, P6 engine, Eaton 2-speed axle with 23-ft. retractable drop-side Tasker trailer, only needs seeing, £625.
- 1954** MORRIS 5-cwt. van, £225.
- 1954** LEYLAND Comet, 90 engine, Eaton 2-speed axle, Homalloy body, double-ram tipper, £650.
- 1954** October, BEDFORD 8-type petrol coach-chassis, 23-ft. drop-side body, £485.
- 1954** BEDFORD A-type 5-ton petrol drop-side flat, £285.
- 1954** (Late) LEYLAND Comet, Eaton 2-speed, 90 engine, Homalloy body, tyres as new, approx. 66,000 miles, very clean, £665.
- 1950** Austin 3-way loader, very clean, £95.
- 1950** GUY Otter, 4LK Gardner engine, tyres as new, bargain, £350.

EXTRA SPECIAL BARGAINS.

NO REASONABLE OFFER REFUSED.

- 1956** December, BEDFORD A2-type 5-ton drop-side truck, Perkins P6 engine.
- 1956** October, FORD 66 short-wheelbase wooden-bodied tipper.
- 1955** December, AUSTIN A40 gown van.

YOUR INSPECTION INVITED.

LET US QUOTE A BODY (ALL TYPES). BUILT TO YOUR OWN SPECIFICATION

W. JONES (MANCHESTER), LTD.,

RUTLAND STREET GARAGES, SWINTON.

All inquiries: phone, Swinton 2036 and 2037.

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HARTWELL MOTORS.

CHARMINSTER ROAD, BOURNEMOUTH.

OFFER FOR IMMEDIATE DELIVERY—

- NEW** COMMER 7-ton long-wheelbase chassis-cab, 1 Rootes diesel, 9.00 by 20 tyres, 5-speed gearbox.
- NEW** COMMER 5-ton long-wheelbase drop-sider, medium diesel, Michelin X tyres.
- NEW** COMMER 30-cwt. forward-control van, C.B. petrol engine.

USED COMMERCIAL VEHICLES.

- 1959** COMMER 1-ton forward-control van, C.B. petrol engine, 250 miles only, for sale owing to illness, painted, saving £75, £700.
- 1950** COMMER 7-ton long-wheelbase forward-control drop-side lorry, petrol reconditioned engine, etc., £250.
- 1952** COMMER 5-ton long-wheelbase normal-control platform lorry, diesel, £200.
- 1954** AUSTIN 5-ton long-wheelbase normal-control drop-side lorry, £200.
- 1947** BEDFORD 3-4-ton long-wheelbase drop-side lorry, with cattle container, £150.
- 1958** BEDFORD 15-cwt. van, £365.
- 1955** FORDSON 15-cwt. van, reconditioned engine, £150.
- 1954** COMMER E.D.V. with windows and rear seat, £375.

HARTWELL MOTORS.

Phone, Winton 1777. 830-15

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Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
PRESTON, LONGTON, LANC. 3255-6.
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COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.

AUTHORIZED DEALERS

ALBION AND FORD COMMERCIALS.
IMMEDIATE AND EARLY DELIVERY.

NEW ALBION MODELS.

CALEDONIAN 8-wheelers.

REIVER 6-wheelers.

CHIEFTAIN, Clydesdale and Claymore 4-wheelers.

NEW Thames Trader, 4- and 6-cylinder diesel units, 5-cwt. and 7-ton capacities.

NEW York trailers, 8-ton upwards, single and tandem axles.

December, ALBION Chieftain new-type 19-ft. platform lorry, low mileage, excellent condition throughout.

A.E.C. Mustang twin-steer platform lorry.

Guy Invincible 8-wheel 21-cu.-yd. Edbro twin-ram hydraulic tipper, U-shaped alloy body, order throughout.

AUSTIN 3-ton drop-side lorry, unladen weight under 30 cwt.

ALBION Clydesdale with 21-ft. platform body, good order throughout.

ALBION Chieftains, good order (choice of two).

VANGUARD van, new differential, all as new.

MAUDSLAY Meritor 8-wheel chassis and cab, 96 A.E.C. unit.

ATKINSON, 4LK, platform body, very clean, good tyres, 3 tons unladen weight.

ATKINSON, 4LV, platform body, good order throughout, good tyres, unladen weight 4 tons 9 cwt.

SEDDON P6 platform lorry.

ALBION FT3 petrol platform lorry, very clean, ex-brewery, suit coal merchant.

FORK LIFT TRUCKS.

FORK LIFT trucks, 3,000-lb. to 6,000-lb. capacity, 9-ft. and 12-ft. lifts; also Morris versatile 5-ton mobile crane, electrically operated, with Perkins diesel unit, mounted on 4-wheel chassis, all in new condition.

ENGINES.

LEYLAND 7.4 engines, complete with gearbox, from £100 each.

LEYLAND 8.6 engines, complete, from £35 each.

A.E.C. 7.7 engines, complete, from £80 each.

LEYLAND Comet engines and gearboxes.

GARDNER 5LW engines, complete, from £80 each.

VULCAN tipper, 4-cylinder Gardner engine, tyres reasonable, £380.

COMMERCIAL TS3 long-wheelbase twin-ram tipper, 15 ft. 6 in., tyres good, excellent condition, £625.

DODGE 103AP6, fair condition, £350.

MAUDSLAY, 7.7 engine, new body just fitted, well tyred, ready to work, £325.

DODGE 146AK6 17-ft. flat platform, alloy, well tyred, all round, very good vehicle, £650.

B.M.C. long-wheelbase double-drop-side truck, Bedford standard 5-ton tipper, 8.25 by 20 tyres, clean, ready to work, £600.

FAVOURABLE DELIVERY ON NEW DODGE, SEDDON AND ATKINSON VEHICLES.

ATKINSON, DODGE, SEDDON, FORD.

24-HOUR SERVICE.

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BRISTOL, 1.

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Used Goods Vehicles (contd.)

1947 SCAMMELL 25-ton low-loader, 20-ft. in. well, air brakes, knock-out axles, 14.00 by 20 tyres, fitted winch, ramps, etc., in really sound condition, any stock £1,250. Terms and exchanges.

SCAMMELL trailers. We have all types and sizes in stock, 15 ft. to 25 ft., 6 tons to 17 tons, all at reasonable prices.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-203

SEDDON

1949 6-ton drop-side truck, P6 engine, good all-round condition, £145.

MEDWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Vic 4933. 830-266

1953 SEDDON Scammell P6 diesel tractor unit, fitted Eaton 2-speed axle, Tecalemit automatic greasing, David Brown gearbox, one C user from new, in very fine and clean condition, £395. W.E.M. Motors (Wimborne), 506-508 Kingston Rd., London, S.W.20. Cherrywood 4322. 830-321

1955 SEDDON P3 diesel 25-cwt. van-personnel carrier, really smart vehicle, tyres as new, £385. Edware 2572. 830-36

1953 SEDDON 7-ton boxvan, alloy body, Perkins engine, ready for immediate use, must sell, also wanted for rebuilding, £300.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 830-57

SEDDON 1953 long-wheelbase 15-ft. flat platform truck, P6 diesel engine, in good all-round condition, £450.

ALMA GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 830-279

SENTINEL

1955 August, SENTINEL light 6-wheel hydraulic tipper, fitted with 4-ft. high removable sides, one owner and only had one driver from new, engine and brakes recently overhauled, this vehicle is in perfect condition and can be given any trial, £750.

G. HAWBERRY AND SONS, LTD., 264 Oxhill Rd., Handsworth, Birmingham, 21. Phone, Northern 59 and 6779. 830-149

STANDARD

1959 STANDARD Atlas van, one owner, painted, 8,000 miles, extra seat, bumper, £425. Terms. Exchanges. H. F. Edwards, 28-34 Upper High St., Ipswich. Phone 5611. 830-50

THORNYCROFT

E.W.D. 4 by 4 trucks, good selection. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 830-803

1954 December, THORNYCROFT Sturdy Star long-wheelbase boxvan, 21 ft. long, 8 ft. 6 in. high, 7 ft. 3 in. wide inside, in first-class condition, almost new tyres, reconditioned engine and gearbox recently fitted, bargain, £525.

ALMA GARAGES (BRISTOL), LTD., 103 Victoria St., Bristol, 1. Phone, Bristol 24411. 830-278

TROJAN

1954 TROJAN personnel wagon, very good condition, £350.

1954 TROJAN 25-cwt. van, overhauled and in immaculate condition, £350. Arnold and Pile, Ltd. (Trojan Main Dealers for Kent), St. Vincent's Rd., Dartford. Phone, Dartford 6371. 830-73

Trojan Wanted

WANTED TROJAN low-mileage models, 1955 onwards. Church & Rye Motors, Ltd., Haddenham, Essex. Phone, Haddenham 57271. zzz-688

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20 NEW TRUCKS IN STOCK

FOR IMMEDIATE DELIVERY.

EXAMPLES AS FOLLOWS—

- FORD** Trader, 2-ton, 128-in. wheelbase, 4D diesel engine, complete van.
- FORD** Trader, 3-ton, 118-in. wheelbase, 4D diesel engine, low-frame chassis and cab, with dual passenger seat.
- FORD** Trader 7-ton, 138-in. wheelbase, 6D diesel engine chassis and cab, with heavy-duty equipment, flashing indicators, heater, and 28-gallon fuel tank, on 9.00 by 20 12-ply tyres all round; choice of three.
- FORD** Trader, 7-ton, 160-in. wheelbase, 6D diesel engine chassis and cab, with heavy-duty equipment, flashing indicators, 28-gallon fuel tank, on 9.00 by 20 12-ply tyres all round.
- DODGE** Model 312AP 6-ton, short-wheelbase, complete tipping truck, 2-speed rear axle, on 8.25 by 20 12-ply tyres all round; choice of two.
- DODGE** Model 314ABY 7-ton short-wheelbase chassis and cab, 18500 2-speed rear axle, air brakes, helper springs, towing eyes, 35-gallon fuel tank, on 9.00 by 20 12-ply tyres all round.

WANTED.

EAST Midland special A-licensed vehicles.

SECONDHAND TRUCKS.

- 1955** DODGE Model 145AK6 6-wheeled tipper, reconditioned engine, £700.
- 1949** LEYLAND Comet short-wheelbase tipping truck, £300.
- 1947** DODGE petrol-engined tipping truck, £75.
- 1949** DODGE 122C tipper, £275.
- 1954** SEDDON tipper, long wheelbase, with P6 engine, £275.

A SHBOURNE ROAD, DERBY. 830-13

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Used Goods Vehicles (contd.)

- 1949** COMMER 7-ton (petrol) tipper.
1951 VULCAN P6 drop-sider.
1952 LEYLAND Comet long-wheelbase drop-sider.
1955 MORRIS Cowley van.
1957 MORRIS 5-ton drop-sider.
1952 COMMER 7-ton petrol 13-ft. 6-in.-wheelbase drop-sider.
1955 STANDARD 6-cwt. pick-up.
1957 FORD 4D Thames tipper, small mileage.
1951 THORNYCROFT diesel platform (Trident).
1946 THORNYCROFT diesel drop-sider (Sturdy).
1948 AUSTIN 5-ton medium-wheelbase tipper.
1952 BEDFORD-SCAMMELL tractor, Comet engine.
1947 SEDDON short-wheelbase P6 tipper.
1950 BEDFORD 3-way van.
1950 DODGE truck, fitted with cattle container.
1948 ATKINSON, 4LW engine, 7½-ton platform.
1955 BEDFORD 7-ton diesel truck.
1951 FODEN 6LW 8-wheeler platform lorry.
1956 STANDARD 6-cwt. van.
1956 MORRIS 30-cwt. truck.

NEWCASTLE (STAFFS) MOTOR CO., LTD.
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BEDFORD-SCAMMELL tractor unit, 8-ton diesel.
SELECTION BEDFORD vans.
BEDFORD 10-cu.-yd. tipper, diesel.
A.E.C. 8-wheel tipper, 24-cu.-yd., good order and well tired.
BEDFORD 5-ton long-wheelbase tipper.
10-ton BEDFORD tractor unit, Scammell coupling, diesel.
BEDFORD 5-ton drop-side truck.
FORD diesel tractor unit with 18-ft. trailer.
BEDFORD long-wheelbase tipper.
IMMEDIATE delivery new BEDFORD 7-ton long-wheelbase.

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BRITAIN'S FIRST MAIN DEALER.
EARLY OR IMMEDIATE DELIVERY OF ALL THAMES MODELS.

- 1958** FORD Trader 6D 7-ton long-wheelbase truck, £850.
1957 FORD Trader 6-yd. 6D tipper, £825.
1958 MORRIS tractor unit, B.M.C. diesel, with Scammell equipment, £790.
1957 AUSTIN B.M.C. diesel, 5-yd. tipper, £590.
1956 FORD 4D long-wheelbase truck, choice of two, £425.
1951 AUSTIN 5-ton Loadstar Luton van, £290.
1952 BEDFORD P6 long-wheelbase Luton van, £390.
1952 S-type BEDFORD 7-ton petrol truck, £230.
1954 BEDFORD 5-type diesel, £450.
1957 FORD Trader 4D 5-ton long-wheelbase truck, £625.
1955 SEDDON 6-yd. tipper, £290.
1953 BEDFORD 5-ton petrol truck, £290.
1954 FORD P6 long-wheelbase truck, £250.
1953 FORD 4D tipper, £290.
1952 BEDFORD S-type 6-yd. tipper, £125.

PERCY HENDY, L. LTD.
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PERCY HENDY, L. LTD.
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DODGE DISTRIBUTORS FOR EAST LONDON.

- NEW DODGE 7-ton forward-control diesel tippers, Leyland engine, Band B, 4LN tipping gears, 10-cu.-yd. steel drop-sided body (calibrated), one for immediate delivery.
FORD 5-ton 4D (diesel) platform, repainted, three month's guarantee.
FORD 5-ton ET7 (diesel) platform; choice of two.
FORD Trader 12-cu.-yd. tipper, 1958, 2-speed axle, excellent vehicle.
334 340 ROMFORD RD., London. E.7. Maryland 4772-3-4. 830-62

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VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock, 20 tons tandem axle up to 27 ft.
TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES IN STOCK.

- A.E.C.** Mercury Mark II, Pilot underbody tipping gear, aluminium insulated body, £3,145.
DYSON 15-20-ton low-loading semi-trailer, 20 ft. in the well, S.A.E. coupling, vacuum brakes, £1,575.
YORK 12-ton 26-ft. platform trailer, 9.00 by 20 10-ply tyres, £860.
YORK 10-ton 25-ft. platform trailer, 9.00 by 20 10-ply tyres, £700.
YORK 12-ton low-loading trailer, S.A.E. coupling, 16 ft. in the well, air brakes, £1,100.
YORK 16-ton low-loading trailer, 18 ft. in the well, S.A.E. coupling, air brakes, complete with winch, £1,300.

STACKER.
HYLOVEYOR Model HL231DH, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor, the lift is hydraulically adjustable to a height of about 30 ft., £900.

LONG WHEELBASE.

- LEYLAND** Octopus 1951 long-wheelbase drop-side 8-wheeler, in good condition throughout, £1,000.
BEDFORD 1957 R6 boys rigid 6-wheeler, exceptionally good condition throughout, £1,250.
LEYLAND Comet, long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £600.
BEDFORD 1954 A-type P6 long-wheelbase, double drop-side, one owner, good condition, tyres fair, ready for work, £325.
GUY Otter, 1953, P6, 2-speed axle, platform body, good condition, choice of three, £300 each.
SEDDON 1948 to 1953 long-wheelbase platform, choice of three, £75-£175.
LEYLAND Comet 1948 long-wheelbase platform, £200.
MAUDSLAY 1948 twin steer long-wheelbase platform, choice of three from £125-£300.
BEDFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.
BEDFORD 1954 7-ton long-wheelbase fitted with Baico 5-ft. wheelbase extension and new 20-ft. platform body, Perkins R6 Mark II engine recently fitted, 9.00 by 20 tyres all round; this vehicle is in exceptionally good condition throughout, £900.
E.R.F. 7.7 engine, in good condition, £200.
E.R.F. 1947 standard long-wheelbase, 5LW Gardner engine, £200.
DENNIS Max 1946 7-ton diesel, this vehicle is in exceptionally good condition, recently fitted with new cab, over £800 has been spent on it in the past 18 months, £550.
DODGE 1956, P6, standard platform, good condition throughout, one C-licensed operator, £550.
BEDFORD 1954, R6, long-wheelbase, double drop side, in good condition throughout, choice of two, £450.
BEDFORD 1954, R6, standard drop side, good condition, £400.
BEDFORD 1951, S-type 7-ton long wheelbase, fitted with Perkins P6, fair condition, £200.
B.M.C. 1956, 7-ton, wood double drop-side body, in exceptionally good condition throughout, £600.

TRAILERS AND ARTICULATED.

- ALBION** 1951 tractor unit, Meadows 4-cylinder diesel engine with Carrimore coupling, £325.
E.R.F. 1946, Gardner 5LW, complete with new loading trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is ex well-known C-licence user, £2,000.
MAUDSLAY tractor unit, fitted with latest-type A.E.C. cab and radiator grille, A.E.C. fully reconditioned 7.7 engine, completely rewired, new batteries, in exceptionally good condition throughout, fitted with new York 18 ft. in the well 15-20-ton low-loading trailer, £2,000.
ALBION 1951 HD53L diesel tractor unit, good unit but in serious engine trouble, as is, £325.

TIPPERS.

- A.E.C.** Mercury 1959, Pilot underbody gear and wood body, in as-new condition, £2,500.
LEYLAND 1949 double-drive 6-wheel Hippo, underbody tipper good condition throughout, £900.
E.R.F. 1949, 5LW Gardner, standard wood-body tipper, very careful operator, £750.
AUSTIN 1955 5-ton standard steel-body tipper, in good clean condition and ready for work, £375.
COMMER 1946, TSJ diesel, fitted with underbody tipping gear and standard wood drop-side body, in exceptionally good condition throughout, £700.
BEDFORD 1954, 7-ton, R6, long-wheelbase just fitted with new long-wheelbase wood drop-side tipping body and Pilot twin-front ram tipping gear, £850.
BEDFORD 1953, S-type, petrol, 7-ton, standard steel tipper, on all good 8.25 tyres, £300.
BEDFORD 1944, A-type, 5-ton, P6, standard wood-body tipper, £400.
DODGE 1955 P6 standard tipper, in fair condition only, £250.

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- 1958** June, AUSTIN 15-cwt. van, 2-tone blue, £410.
1957 January, COMMER Express delivery van, grey, black roof, small mileage, £335.
1955 MORRIS J-type 10-cwt. van, bodily very sound, £205.
1954 AUSTIN Loadstar, Perkins P6 engine, extended wheelbase, £280.
1952 BEDFORD 3-way van, ex C-licence operator, £115.
1952 COMMER 25-cwt. Superpolise van, 2-tone grey, ex C-licence, £110.

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- 1955** FORD Thames van, grey, one owner, good condition, side windows, £200.
1955 COMMER Express delivery van, black, very good condition, £310.
1954 COMMER Express delivery van conversion, green one owner, very good condition, £360.
1954 CONNER truck, diesel, green, recently repainted, good running order, £299.
1954 FORDSON 10-cwt. van, fawn, one owner, good condition, £235.
1954 BEDFORD Utilibus, black, good condition, heater, £359.
1954 AUSTIN 2-ton van, green, good running order, £275.

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- 1954** January, DODGE 7-ton diesel platform lorry, 5-speed gearbox, painted blue, good condition, £325.
1954 June, MORRIS J-type 12-cwt. van, excellent condition, good tyres, recently reconditioned engine, £125.
1952 June, AUSTIN 25-cwt. special coachbuilt van, good condition, good tyres, £75.
1939 May, DENNIS 7-cu.-yd. refuse collector tipper in good running order, low-loading chassis, £35.
1947 November, KARRIER 3-ton refuse collector tipper, in good running condition, low-loading chassis, suit green body, fitted, £85.
1955 July, BEDFORD 5-ton, diesel engine, tilt van, body, good condition, £425.
1954 October, BEDFORD 4-ton container type van, 3-way loading roller shutters, good condition, excellent tyres, £325.
1956 February, BEDFORD tractor, S type diesel engine, good condition, good tyres, £275.
1948 October, COMMER Q3 3-ton drop-side lorry, excellent condition, good tyres, C licence user, £125.
1948 November, COMMER Q4 5-ton drop-side lorry, 15 ft. 6 in. in excellent condition, good tyres, taxed, ideal for coal deliveries, C licence user, £150, 830-396

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LEYLAND 1951 Comet tractor, articulated unit with drop-side 24-ft. B.T.C. four-in-line trailer, unladen weight, 6 tons 7 cwt., 22 lb., price, £875.
LEYLAND 1959 Super Comet fitted with heated asphalt body, 10,000 miles, unladen weight, 5 tons 14 cwt., price, £2,250.
LEYLAND 1959 Comet, Model ECOS2/1R, 8,000 miles, L 13-ft. timber fixed-sided body and Edbro 4LN tipping gear, unladen weight 4 tons 5 cwt., price £1,950.
SEDDON 1956 drop-side truck, in good condition, unladen weight, 3 tons 3 cwt., 3 qrs., 8 lb., price, £525.
SEDDON 1952 truck, fitted with 2-speed axle, unladen weight, 3 tons 8 cwt., price, £225.
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NEW LEYLAND

1957 LEY

1956 LEY

1955 LEY

1955 LEY

1951 E.R.

1950 FOD

1949 MA

1948 MA

1948 ATR

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1939 E.R.

1938 E.R.

USED 6-

1955 ATR

1955 E.R.

1952 E.R.

1951 6-w

1951 MA

1948 bod

1948 MA

USED 7-

1955 AL

1951 SC

1938 SC

1958 B.M.

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- NEW E.R.F. 4.4 (G) 20-ft. flats.
- NEW E.R.F. 6-wheeler single-drive with 6LW engine.
- NEW E.R.F. with 6LX engine, double drive.
- NEW FORD Trader 160-in. long-wheelbase, fitted 900 by 20 tyres.
- NEW FORD Trader fitted Primrose extension, 900 by 20 tyres.
- NEW FORD Trader Anthony hoist tippers, 900 by 20 tyres.
- NEW LEYLAND 8-wheeler.
- NEW LEYLAND Comet Model ECO2/3R.

USED 8-WHEELERS.

- 1957 LEYLAND Octopus, double drive, 24-ft. flat.
- 1956 LEYLAND Hippo, double drive, 24-ft. flat.
- 1955 LEYLAND Octopus, double drive, 24-ft. flat.
- 1955 LEYLAND Hippo, double drive, 24-ft. flat.
- 1951 E.R.F. 6LW engine, double drive, 24-ft. flat.
- 1950 ATKINSON 6LW, double drive, with 24-ft. flat body.
- 1949 FODEN, double drive, 24-ft. flat.
- 1949 MAUDSLAY, double drive, 24-ft. flat.
- 1948 MAUDSLAY, double drive, 24-ft. flat.
- 1948 ALBION, double drive, 24-ft. flat.
- 1944 ATKINSON, double drive, 6LW engine, 24-ft. flat.
- 1939 E.R.F., 6LW, double drive, with 24-ft. flat body.
- 1938 E.R.F., 6LW engine, 24-ft. drop-side body.

USED 6-WHEELERS AND TWIN STEERS.

- 1955 ATKINSON Twin Steer 20-ft. flat.
- 1955 ATKINSON 6LW Twin Steer, with 21-ft. 6-in. flat.
- 1953 E.R.F. Twin Steer, 5LW engine, 22-ft. 6-in. alloy flat.
- 1952 E.R.F. Twin Steer, 5LW engine, 20-ft. flat.
- 1951 ATKINSON, 6LW, double drive, 24-ft. flat, 6-wheeler.
- 1951 DENNIS Max with Boys extension, 20-ft. drop-side body.
- 1948 MAUDSLAY Twin Steer, 20-ft. flat alloy body.
- 1948 MAUDSLAY Mogul Mark III, 22-ft. flat with canopy.

USED TRACTORS AND ARTICULATED.

- 1955 ALBION tractor with Scammell coupling, drawing 20-ft. flat trailer.
- 1951 BEDFORD tractor unit, Scammell coupling.
- 1938 SCAMMELL 6LW with van trailer 24 ft. long 6 ft. 6 in. high side roller doors and rear.
- 1938 SCAMMELL 6LW 24-ft. trailer.

USED TIPPERS.

- 1958 B.M.C. tippers, fitted alloy bodies, as new, choice of two.
- 1958 COMMER with 12-ft. body.
- 1956 LEYLAND 8-wheeler, new Milshaw gear, 20-ft. body.
- 1955 LEYLAND 8-wheeler, new Milshaw gear, 20-ft. body.
- 1955 LEYLAND Hippo 8-wheeler fitted new Milshaw gear and new 22-ft. body, double drive.
- 1954 LEYLAND 8-wheeler, new Milshaw gear, 20-ft. body.
- 1953 DODGE with 12-ft. 6-in. body having 2-ft. drop-side.
- 1951 A.E.C. 8-wheelers with new Pilot gear, 22-ft. bodies, choice of three.
- 1950 FODEN 8-wheeler, new Milshaw gear, 22-ft. body.
- 1948 A.E.C. 8-wheeler, new Pilot gear, 22-ft. body.
- 1947 E.R.F. Twin Steer fitted with 18-ft. body having 2-ft. 6-in. drop-side.
- 1946 ATKINSON 6LW double-drive 8-wheeler, 22-ft. body.
- 1955 DODGE R6 with Eaton 2-speed axle, 15-ft. body.
- 1945 E.R.F. with twin-ram gear.
- 1944 E.R.F. with 14-ft. 6-in. body.
- 1942 ATKINSON 6-wheeler, with new Milshaw gear.
- 1942 E.R.F. fitted with dumper type body.

USED 4-WHEELERS.

- 1954 A.E.C. Mammoth, fitted 20-ft. bodies.
- 1956 BEDFORD diesel with 16-ft. flat.
- 1954 ALBION Chieftain, fitted with 17-ft. flat alloy body.
- 1953 SEDDON diesel with 16-ft. drop-side body.
- 1953 THORNYCROFT with 20-ft. 6-in. flat.

(Continued in next column)

Used Goods Vehicles (contd.)

- 1952 ALBION with 17-ft. alloy body.
- 1952 E.R.F., 5LW, fitted with 18-ft. flat body having 1-ft. 6-in. drop-side.
- 1951 FODEN 4LK engine, with 16-in. 6-in. flat body.
- 1950 LEYLAND with 20-ft. flat alloy body.
- 1950 FODEN with 17-ft. flat.
- 1949 SEDDON diesel with 16-ft. flat alloy body.
- 1949 DENNIS Max with 18-ft. 6-in. flat.
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- 1951 ATKINSON long-wheelbase truck, 4LK Gardner engine, £295.
- 1953 COMMER 25-cwt. van, excellent condition.
- 1956 BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, 825 by 20 tyres, as new, £450.
- 1955 BEDFORD 5-ton long-wheelbase truck, fitted with Perkins P6 engine, tyres as new, £425.
- 1958 LEYLAND Comet long-wheelbase truck, fitted with 21-ft. body, full forward control, 900 by 20 tyres, £1,450.
- 1958 (Middle) LEYLAND Comet long-wheelbase truck, fitted with 21-ft. body, full forward control, 900 by 20 tyres, £1,450.
- 1953 GUY Otter, fitted Perkins P6 engine, 14,000 miles, 36 by 8 tyres, £425.
- 1949 SEDDON short-wheelbase hydraulic tipper, fitted Perkins P6 engine, £175.
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- 1953 AUSTIN long-wheelbase hydraulic tipper, 6-cu.-yd. body, £225.

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- FODEN 8-wheel D.D. 22-ft. alloy-bodied tipper.
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- 1949 ATKINSON 8-wheel, 21-ft. tipper, resprayed.
- 1946 MAUDSLAY 8-wheel, D.D. 21-ft. steel-bodied tipper, A.E.C. 9.6 engine.
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- 1952 Rebuilt E.R.F. 8-wheel 24-ft. flat, very clean.

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- 1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.
- 1954 DODGE 6-ton flat, P6 engine.
- 1953 DODGE 7-ton 18-ft. drop-side truck.
- 1952 DODGE 6-ton long-wheelbase hydraulic tipper.
- 1951 ALBION Chieftain 16-ft. flat.
- B.M.C. long-wheelbase drop-side truck.
- 1952 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
- 1954 SEDDON 14-ft. hydraulic tipper.
- 1958 BEDFORD 7-ton hydraulic tipper, 12-ft. body.
- 1958 BEDFORD A type, 600 cube van, petrol engine.
- 1954 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-side body.
- 1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-side body, new P6 engine.
- 1957 COMMER long-wheelbase, 2-stroke engine, 7-ton hydraulic tipper, 9.00 tyres.
- 1949 LEYLAND Comet 12-ft. tipper.
- 1954 Rebuilt FODEN 8-wheel tipper, steel body, Gardner engine, suitable for internal use, £600.
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- 1958 AUSTIN 15-cwt van repainted, £410.
- 1957 EDV, £335.
- 1954 AUSTIN Roadster diesel, 20-ft. platform body £280.
- 1955 MORRIS 10-cwt. van, £205.

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- 1957 BEDFORD Workabus, specimen machine.
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1950 SEDDON Mark 7 17-ft. platform, £425.
1954 SEDDON 3-4-ton P4 14-ft. platform, 28 m.p.h., taxed, £395.
1952 SEDDON-CARRIMORE 20-ft. 12-ton artic. outfit, £595.
1950 VULCAN P6 17-ft. platform, £325.
1949 JENSEN P6, all-alloy 22-ft. body, £295.
1944 E.R.F. twin-steer light 12-tonner, 4LW, above average, £325.

TIPPERS in stock:—

- 1958** Late Ford Trader 6D 7-ton standard short-wheelbase tipper, steel body, checked throughout, £750.
1956 FORD 4D 4-yd. tipper, £300.
1950 DENNIS Pax, twin Telechoist, 15-ft. 7-in. body, £250.
1949 BEDFORD 5-ton long-wheelbase alloy-bodied tipper, £250.
1955 (Registered) COMMERCIAL QX 5-ton short-wheelbase tipper, £175.
1953 BEDFORD A-type short-wheelbase 4-yd. tipper, new petrol engine, one owner, clean, taxed, £350.
1948 DODGE ditto, £50.

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- 1956** FORD 4D standard 2-ton van, diesel, £275.
1954 Ditto Cost Cutter, petrol, £175.
1954 COMMERCIAL Q3 pantechicon, heater, etc., £325.
1950 MORRIS 4-ton forward-control pantechicon, £250.
1956 BEDFORD CA van, £300.
1953 MORRIS Oxford pick-up, new body, £30-215.

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1955 ALBION Chieftain, 17-ft. wooden platform body.
1955 ALBION Reiver long-wheelbase, double drive.
1950 LEYLAND Octopus, 24-ft. drop-side body.
1956 BEDFORD long-wheelbase tipper.
1953 BEDFORD artic., P6, Scammell coupling.

The following vehicles will be available shortly.

- 1953** LEYLAND Comet, 18-ft. 6-in. drop-side body, choice of two.
1955 LEYLAND Comet, 14-ft. 6-in. tipping body.
1954 LEYLAND Comet, 14-ft. 6-in. tipping body.
1954 A.E.C. 8-wheeler, 21-ft. alloy drop-side tipping body.
1955 THORNYCROFT Sturdy Star, 14-ft. 6-in. tipping body.

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1955 MORRIS 1-ton van, in primer, £350.
1955 FORD 3-ton 4D diesel drop-side truck, £365.
1955 FORD 3-4-ton diesel 1,200-cu.-ft. Luton van.
1954 BEDFORD C.A. van, in primer, £235.
1957 BEDFORD Kenner Aristocrat, 12-seater, £445.
830-87

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, LTD.,
SUMMIT WORKS,
BURNLEY,
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

- 1955** A.E.C. Majestic, 22-ft. alloy-framed body, 7.7 engine, 4-speed gearbox, Lockheed servo brakes, in very good condition.
1958 E.R.F. 6045, 24-ft. body, fair, 6LW Gardner engine, 5-speed gearbox, double drive, good condition.
1956 LEYLAND Comet 90, cab new, 2-speed axle, 5-speed box, 17-ft. 6-in. body.
1952 LEYLAND Comet 90, 2-speed axle, 5-speed box, 19-ft. body, twin fuel tanks.
1950 LEYLAND Comet 75, 2-speed axle, 5-speed box, 17-ft. 6-in. timber body.
1957 DENNIS Pax, Perkins P6 engine, 18-ft. body, 5-speed box.
1957 GUY Warrior, LW engine, 2-speed axle, air brakes, 21-ft. body, in sound condition.
1956 ALBION Clydesdale, 4-cylinder Albion engine, 5-speed box, Lockheed servo brakes, 20-ft. alloy frame, sound condition.
1956 GUY Warrior, Meadows engine, 5-speed gearbox, double drive, air brakes, 20-ft. timber body, very good condition.
1952 E.R.F. 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, air Lockheed brakes.
1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, air brakes, good condition; choice of three.
1954 A.E.C. Mammoth Major, 11.3 engine, double drive, air brakes, exceptional condition.
1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body; choice of two.

MEDIUM CAPACITY.

- 1955** COMMERCIAL 5-ton tractor unit with Scammell coupling, Perkins engine, 2-speed axle.
1957 FORD 5-ton 4D, very good condition.
1959 MORRIS 7-tonners, immaculate condition; choice of two.
1958 MORRIS 7-tonner standard, immaculate condition.
1956 BEDFORD 7-ton petrol-engine tipper, twin front end gear.
1958 BEDFORD 5-type tractor, with S.A.E. coupling, immaculate.
A LSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

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Thames 4D tippers, £475.
BEDFORD 5-ton truck, £375.
Thames 30-cwt. van, £495.
Thames 5-ton long-wheelbase truck, £475.
Thames 4D tipper, £375.
Thames Sussex tipper, 9 cubic yd., £475.
BEDFORD tipper, £475.
BEDFORD 6-cubic-yd. tipper, £1,075.
Thames Trader 5-ton 4D long-wheelbase truck, ex demonstration, £875.

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AND TO
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1954 E.R.F. 8-wheeler, 24-ft. drop-side body, double-drive axles, Gardner 6LW engine, 9.00 by 20 tyres, air-pressure brakes, in very good condition.
1954 E.R.F. 4-wheeler, Gardner 4LW engine, 18-ft. drop-side body, 9.00 by 20 tyres, in very good condition.
1954 FODEN 7-tonner, Gardner 4LK engine, 17-ft. drop-side body, 8.25 by 20 tyres, in very good condition.
1958 COMMERCIAL 6-wheeler, Boys extension, 22-ft. platform body, 9.00 by 20 tyres, in very good condition.
1958 LEYLAND Beaver, 20-ft. drop-side body, 9.00 by 20 tyres, air pressure brakes.
1955 E.R.F. 4-wheeler, 5LW Gardner engine, 18-ft. drop-side body, D20 tyres, in very good condition.

NEW B.M.C. 7-tonner, 18-ft. drop-side body, in stock, immediate delivery.

NEW FORD 7-ton Trader, steel-bodied tipper, in stock, immediate delivery.

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1940 SCAMMELL rigid 8-wheeler, 24-ft. body, Gardner 6LW engine, air pressure brakes, twin 36 by 8 tyres on rear.

1952 A.E.C. twin steer, 7.7-litre engine, 22-ft. drop-side body, 9.00 by 20 tyres, in good condition.

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1957 AUSTIN A55 van, blue, one owner, mechanically good but paintwork poor, £375.
1955 AUSTIN A40 van, grey, one owner, good condition, £265.

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Phone, Peterborough 66011.

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1957 AUSTIN A152 Omnivan, grey, fitted radio and heater, good order, £415.
1956 LAND ROVER, green, fitted heater, taxed, tyres and general condition very good, £400.
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AT 120 GOLDINGTON ROAD, BEDFORD.
Phone, Bedford 68386.

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1950 COMMERCIAL 6-ton truck, blue, good order, £155.

MARSHALLS (CAMBRIDGE), LTD.,

CAMBRIDGE; PETERBOROUGH; BEDFORD.
830-478

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Addiscombe 3131.

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T THAMES diesel tilt truck, 1952, P6 engine, brown, no writing, £215.
C COMMERCIAL 2-3-ton drop-side truck, 1948, blue, no writing, just overhauled, £65.
T THAMES 1956 long-wheelbase 4D 5-yd. tipper with completely new all-steel body and Edbro tipping gear, £100.
T THAMES 2-ton standard steel van, 1951, exceptionally well maintained, £115.

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830-154

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G.B. & E. 'S offer choice of eight tippers, long chassis and short wheelbase, petrol and diesel, 5 tons to 8 tons. £30 to £1,300.

ALL READY FOR IMMEDIATE USE.

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- 1955 BEDFORD 7-ton short-wheelbase diesel tipper with all-steel drop-side body, choice of two, £350.
- 1955 MORRIS 5-ton long-wheelbase diesel tipper with wooden drop-side body, £525.
- 1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.
- 1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.
- 1953 DODGE 7-ton medium-wheelbase tipper, R6 diesel engine and Eaton 2-speed rear axle, wooden body, £600.
- 1953 BEDFORD 7-ton short-wheelbase petrol tipper, Eaton 2-speed rear axle and all-steel U-shaped body, new tyres, £350.
- 1953 COMMER 5-ton long-wheelbase petrol tipper, £275.
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COMMERCIAL 7-ton 13-ft. 6-in. wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heater, 9.00 by 20 tyres, blinker lights.
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TWENTY 1957 FORD Thames 5-ton tippers, Perkins P6 engines, £300 each, no exchange.
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- 1957 (June to August). Choice of four from £925.
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- 1955 LAND ROVER, hard-top, etc., £315.
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- NEW BEDFORD 7-ton short-wheelbase, Leyland diesel, Edbro H.D. 3 LNC gears, Neville 8-yd. alloy bodies, Michelin C20Y tyres, 2-speed axles, five-speed boxes, two ex-stock one early delivery, £2,100.
- NEW BEDFORD 7-ton short-wheelbase, Bedford 300 diesel, Edbro 3 LNC gear, 8-yd. Neville body, 9.00 by 20 tyres, 2-speed axle, ex-stock, £1,700.

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25-CWT., 35-cwt., 3-ton, 4-ton and 7-ton trucks and chassis-cabs from stock.
SCAMMELL, York, Edbro, Pilot, Telehoist, Bonallack, Neville, etc.

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1953 BEDFORD 5-ton long-platform, petrol engine, new tyres fitted, £225.

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- 1957 Thames 5-cwt. van, £295.
- 1958 Thames 5-cwt. van, low mileage, £365.
- 1957 Thames 7-cwt. van, £345.
- 1957 December, Thames 10-12-cwt. van, £375.
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- 1956 Thames 4D drop-side tipper, 5 cu. yd., £475.
- 1957 THAMES Trader 4D 5-ton long-wheelbase truck, 4,000 miles, as new, £950.
- A** LSO many other used tipping trucks, petrol and diesel. Your inquiries invited.

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- 1958 FORD Trader 7-tonner, platform body, in excellent condition throughout.
- 1958 (Late) DODGE 7-8-tonner, Leyland Comet engine, Eaton 2-speed axle, twin-ram tipper, 15-ft. drop-side body.
- 1957 (Late) LEYLAND Octopus, 24-ft. drop-side body.
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- 1951 E.R.F. 7-8-tonner SLW end hydraulic tipper, very good order throughout.
- 1947 ALBION CX1N, 18-ft. boxvan body.

1955, December, DODGE 7-tonner, R6 engine, 17-ft. 6-in. drop-side body.
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1955 3-type BEDFORD 7-tonner long-wheelbase, Gardner 4LW engine, David Brown 5-speed box.

1937 FODEN twin steer, SLW Gardner, 21-ft. platform, £200.

F OR further details and prices of the above apply:—

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20 NEW TRUCKS IN STOCK

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- FORD Trader 2-ton 128-in. wheelbase 4D diesel-engined complete van.
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EAST Midland special-A-licensed vehicles.

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- 1949 FORD 10-cwt. van, very clean, choice of two from £50.

L ARGE variety of used commercial vehicles always available and covered by our three months' guarantee.

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- 1958 Thames Trader 5-ton tipper, £920.
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- BEDFORD 10-12-cwt. van, £275.
- 1956 DODGE 6-ton tipper, Model 103 P6, with light alloy body, £725; choice of six.
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- 1951 DODGE Model 123 5-cu.-yd. tipper, £295.

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1955 SEDDON 6-7-ton diesel tipper.
1955 FORD 4D 3-ton long-wheelbase truck.
1955 BEDFORD 3-ton diesel drop-side truck, light-alloy body.
1955 COMMERCIAL T3 7-ton drop-side truck.
1955 BEDFORD 3-ton long-wheelbase tipper.
1955 BEDFORD 30-cwt.
1955 AUSTIN 5-ton long-wheelbase tipper, petrol.
1955 AUSTIN 5-ton short-wheelbase diesel tipper.

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1955 E.R.F. 8-wheeler.
1955 FODEN 6-wheeler dumper.
1953 FODEN 8-wheeler.
1950 GUY Vixen Luton.
1954 LEYLAND Luton.

TERMS AND EXCHANGES.

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BIRMINGHAM, 10.
Phone, Vic 0437-8. 830-188

- SPURLING MOTORS (CHISWICK), LTD., Spurling Corner, W. Phone, Chiswick 6741 (five lines).
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- 1955 4-3 LEYLAND 8-wheeler.
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A.E.C. 4-wheeler, 7.7 engine, new tipping gear and body.
1945 SCAMMELL tractor units.
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1955 DODGE diesel cattle conveyor.
1951 FODEN 6-wheeler, 6LW Gardner double-drive, 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 830-10

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- 1958 AUSTIN 1-ton van, low mileage, £470.
1957 10-cwt. BEDFORD van, £295.
1955 10-cwt. BEDFORD van, £195.
VIGO MOTORS, Walmer Rd., W.10, Ladbroke 3051 and 7833. 830-121

- 1955 AUSTIN A40 van, duo green, £255.
1956 FORDSON 10-cwt. van, blue, £225.

- AUTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 830-74

- 5-30 CWT. various commercial vehicles, prices from £50, including selection of Lutons, L. H. Sprin and Co. Ltd., Friars, Barnet Garage, Colney Hatch Lane, N.11. Ent 7667 and 8575. 830-59

- 1956 B.M.C. medium-wheelbase tipper, 900 by 20 tyres, large steel body, suitable for coal.
1956 Long-wheelbase BEDFORD tipper, 900 by 20 tyres, 8-cu-yd body; choice of four.
1954 FODEN, double drive, Pilot U.7 tipping gear, 21-ft. wooden body.
1954 ATKINSON, medium-wheelbase tipper, double drive, with 21-ft. alloy body.
1955 E.R.F. 8-wheeler tipper, double drive, 900 by 20 tyres, good condition.
1955 A.E.C. Mammoth Major 8-wheeler double drive, 900 by 20 tyres, Pilot U.7 tipping gear.
1953 WE have a large stock of A.E.C. and Foden tippers, 1956 onwards, all double drive, 21-ft. wooden bodies, with Pilot tipping gears.
1954 ALSO a choice of several 4-wheel E.R.F.s and A. Maudslays with platform bodies.

MURPHY BROS., L.T.D.

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MORRIS.

- 1954 3-ton normal-control drop-side lorry, diesel, choice of two, £300.
1958 3-ton long-wheelbase drop-side lorry, painted red, as new, offers.
1959 MORRIS-COMMERCIAL 7-ton (latest), cab fitted, power steering, 9.00 by 20 tyres, 3-piece wheels, maximum length body, painted dark green, unlettered, drop-side lorry, 20,000 miles only, £1,100.

BEDFORD.

- 1955 7-ton forward-control alloy-platform long-wheelbase lorry, diesel; offers.
1956 5-ton normal-control long-wheelbase drop-side lorry, petrol; offers.

FORD.

- 1958 FORD Trailer, 6D engine, 2-speed axle, medium-wheelbase; offers.
1955 5-ton normal-control long-wheelbase platform lorry, diesel; offers.

VANS.

- 1956 MORRIS-COMMERCIAL LD2 30-cwt. diesel van, fitted with extra large capacity body, £400.
1956 BEDFORD 10-12-cwt. vans, choice of two; offers.
1958 BEDFORD 10-12-cwt. vans; offers.
1952 DENNIS 5-ton petrol integral-bodied van, side and rear loading; offers.
1950 AUSTIN 3-way loader; offers.

DISTRIBUTORS' allowances on part-exchanges.

TERMS and part-exchanges arranged.

SHOWROOMS: Darlington St., Wolverhampton, Phone, Wolverhampton 20456.

FULL range of Morris-Commercial and B.M.C. vehicles available for immediate demonstration and delivery. 830-264

- £525. 1956 BEDFORD R6 diesel 7-ton twin-ram tipper, deep-section chassis fitted.
£200. September, 1954, MORRIS diesel 16-ft. 6-in. flat.
£225. 1952 VULCAN 7GF long-wheelbase, fitted 4LW Gardner engine, 5-speed box, vehicle not used for four years.
£200. 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.
£165. 1949 VULCAN twin-ram tipper, fitted with 2-speed axle.
£365. 1958 AUSTIN 15-cwt. Omnivan, 17,000 miles.
£100. 1951 COMMERCIAL diesel Superpoise tractor, engine alone worth this.
£265. 1947 FODEN 6-ton diesel lorry, fitted with lift-off 2-tire cattle container body.
£125. 1952 BEDFORD P6 diesel long-wheelbase lorry.
£135. 1951 BEDFORD 5-ton boxvan, clean condition.
£125. 1953 2-ton BEDFORD boxvan.
£58. Perkins P6 engine, complete with 5-speed David Brown gearbox.
£75. Perkins P6 engine, complete with all fittings and gearboxes for Vulcan, Commer and Bedford.
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- 1955 BEDFORD 7-ton diesel platform.

- 1955 DODGE short-wheelbase tipper, as new.

- 1956 GUY 8-wheel platform.

- 1957 E.R.F. 4-wheel drop-side truck.

HIRE-PURCHASES and part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD., Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302. After 6 p.m., Chesterfield 6546. Clay Cross 2364. 830-179

SAYERS GARAGE, Brough, Westmorland. Brough 226. 830-387

- 1954 AUSTIN Loadstar P6 articulator with 21-ft. platform and 25-ft. drop-frame trailer, completely rebuilt, outstanding condition.

- 1958 Thames Trader, 6-cylinder diesel, 160-in. wheelbase 7-ton drop-side truck, nominal mileage, choice of two.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62692-3-4. 830-131

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- BRAND-NEW Thames Trader 7-ton long-wheelbase flats, tippers and pantechnicon vans, immediate delivery.
BRAND-NEW BEDFORD diesel 7-ton long-wheelbase lorry, 18-ft. platform, 2-speed axle, 900 by 20 tyres, immediate delivery.
1958 BEDFORD-SCAMMELL 10-12-ton artic., 23-ft. semi-trailer, 300 diesel engine, excellent condition with open A licence, Hull area.
1955 BEDFORD-SCAMMELL 12-ton artic., 23-ft. long, reconditioned Perkins R6, immaculate condition.
1957 AUSTIN Loadstar 5-6-ton long-wheelbase lorry, £450.
1958 Registered BEDFORD S-type 10-12-ton artic., clean condition, only £225.
1947 SEDDON 6-7-ton long-wheelbase lorry, only £95.
ONE Perkins R6 diesel engine, Mark II. out of Bedford S type, £90.

- 1948 BEDFORD Duple Vista 29-seater luxury coach, certificate of fitness December, 1960, only £160.

TERMS AND EXCHANGES.

WILDE AND BENNETT, L.T.D.

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AFTER HOURS 2356. 830-253

Used Goods Vehicles (contd.)

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EARLY DELIVERY.

- BEDFORD 10-ton tractor with 300 diesel, also Leyland 0151.
BEDFORD 7-ton long-wheelbase, forward control.
BEDFORD 7-ton cx-long-wheelbase, fitted Leyland B Comet engine, 9.00 by 20 tyre equipment.
BEDFORD 7-ton cx-long-wheelbase, forward control, 18-ft. body, with 300 diesel engine and 9.00 by 20 tyre equipment.

USED VEHICLES.

- 1956 BEDFORD 5-ton 15-ft. drop-sided body, well tired, very straight and clean, P6 engine, £550.
1955 FORD 4D 5-ton, 14-ft. drop-sided body, very straight and clean, tyres fair all round, £450.
1946 ALBION large-capacity alloy van with Chieftain diesel engine, £300.
BEDFORD-TYPE van with P6 engine, £175.

- 1953 TROJAN personnel carrier, Perkins diesel engine, first registered November, 1954, total mileage 44,000, engine re-ringed and checked complete, tyres very good, £275.

- 1953 BEDFORD Dormobil, general condition fair all round, £240.
ARRIVING shortly: 1958 BEDFORD long-wheelbase, 7-ton, 1350 by 20 tyres, 4-ton long-wheelbase, drop-sided twin-ram tippers, general all-round condition very much above average.

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- 1954 BEDFORD Super Vega, certificate of fitness, £1,100.
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1956 4-ton long-wheelbase 4D truck, choice of axles, from £525.
1955 Vanguard diesel van, overdrive, £335.
25-cwt. COMMERCIAL short-wheelbase truck, choice of three from £245.

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- 1955 FORD 4D diesel long-wheelbase drop-side truck, recent reconditioned engine, excellent tyres, clean and sound.
1953 BEDFORD 5-ton short-wheelbase tipper.

- 20-TON Eagle low-loader articulated trailer, knock-out axles, 1350 by 20 tyres.

- 1953 FORD EIT long-wheelbase truck, Perkins P6.

- 1950 ALBION Chieftain diesel drop-side truck.

- E.R.F. 6-wheeler, SLW, trailing axle, good 36 by 8 tyres, £300.

- LEYLAND Comet 90 1952 short-wheelbase tipper, 2-speed axle, drop-side body.

- 1958 March, B.M.C. 6-wheeler tipper, Boys third axle, Pilot twin-ram front-of-body gear, 2-speed axle, 900 by 20 tyres.

- 1954 FORD 4D 4-5-ton long-wheelbase drop-side truck.

- J. RICHARDSON AND SONS, LTD., 100 Dudley T. Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 830-240

NEW vehicles in stock.

- 7-TON FORD Trader, 9.00 by 20 tyres fitted, with Pilot twin-ram tipping gear and tipping body drop-side.

- 12-TON York semi-trailer.

- 17-TON York semi-trailer.

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- 1952 BEDFORD tipping vehicle, long-wheelbase, F6 engine.

- 1952 SENTINEL 6-wheel platform vehicle.

- 1955 56 FORD 4D long-wheelbase drop-side, new engine and new 700 by 20 tyres.

- 1949 BEDFORD drop-side vehicle, P6 engine.

- 1949 DODGE 5-ton long-wheelbase, P6 engine.

- 1954 ALBION articulated (Scammell coupling) and semi-trailer (available in four weeks' time).

- PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 830-474

- 1954 ALBION Chieftain, long wheelbase, very good condition.

- 1954 BEDFORD 7-ton, Leyland Comet engine, long wheelbase.

- 1955 DODGE 100/6, long wheelbase, very good.

- 1954 BEDFORD, long wheelbase, Meadows 4-cylinder engine, very good condition.

- 1958 B.M.C. 5-tonner, long wheelbase.

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- 1949 FODEN 8-wheeler, double-drive axle, Gardner 6LW engine, 40 by 8 tyres, 24-ft. flat platform.

- 1953 FODEN 8-wheeler, double-drive axle, Foden 2-stroke engine, 9.00 by 20 by 14-ply tyres, 20-ft. flat platform.

- 1952 VULCAN rigid 6-wheeler, single-drive Gardner 4LW engine, 9.00 by 20 by 14-ply tyres, 20-ft. drop-sided body.

- 1953 E.R.F. 4-wheeler, Gardner 4LW engine, 9.00 by 20 tyres, 18-ft. flat platform.

W. J. BOYES AND SON, L.T.D.

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NEW CROSS 3111-3. 830-193

Used Goods Vehicles (contd.)

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FOR
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BEDFORD 1957 5-ton long-wheelbase diesel twin tipper, 300 engine, in excellent condition.
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DODGE 1955 long-wheelbase diesel tipper, Eaton 2-speed axle, in very good order.
FORD 1955 4D 5-ton tippers, square steel bodies (choice of two), in very good condition.
BEDFORD 1953 O model 5-ton chassis and cab with Balco extension, repainted and in very good order.
BEDFORD 1954 7-ton long-wheelbase diesel lorry, repainted and in first-class condition throughout.
BEDFORD 1956 5-ton long-wheelbase tipping lorry (petrol), in excellent order.
FORDSON 1952 P6 long-wheelbase truck, ex-large combine, excellent condition throughout.

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OFFER THE FOLLOWING CAREFULLY
SELECTED VEHICLES.

AUSTIN 1954 3-ton truck, fitted with petrol engine and 12-ft. drop-side body with extended latticed head-board, good general condition.
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COMMER 1956 TS3 7-ton tipper, fitted with Telehoist tipping gear and 14-ft. wooden body with 4-ft. fixed sides, engine and gearbox recently overhauled, tyres almost new.
DODGE 1956 4-wheeled tipper, fitted with R6 engine, normal-control cab and 14-ft. wooden body with 4-ft. fixed sides, Edbro front of body tipping gear, this vehicle is ready for immediate work.
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1956 DODGE 124AP6 Scammell tractor, £600.
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1956 YORK 17-ton tandem-axle trailer, 25 ft. Yarrow brake, £775.
1955 COMMER TS3 13-ft. 6-in wheelbase drop-side truck, £650.
1954 LEYLAND Comet, forward control, long wheelbase, alloy platform, clean, £850.
1953 LEYLAND Comet 90 long-wheelbase platform truck, clean, £650.
1953 BEDFORD S. Leyland Comet engine, long wheelbase drop-side truck, £550.
1953 SEDDON P6 long-wheelbase drop-side truck, clean, £250.
1952 FODEN 4LW tractor chassis and cab, clean, £400.

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PHONE 6161. 830-315

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LUTON vans and pantechinons.
1954 BEDFORD 3-ton boxvan, separate cab, excellent body, £390.
1952 BEDFORD 4-5-ton pantechinon, 1,200 cu. ft., 3-seater cab, drop well, unladen weight 2 tons, really first-class vehicle, choice of two.
1951 BEDFORD 3-ton pantechinon, 947 c.c., first-class vehicle, £265.
1951 GUY Vixen 6-ton petrol, 1,200 c.c., C-licence operator, first-class vehicle, £300.
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1955 DODGE 106 P6 long-wheelbase truck, in excellent condition, £455.
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1955 BEDFORD petrol short-wheelbase tipper, 5-yd. body, in excellent condition, £350.
1954 BEDFORD A-type 5-ton tipper, chassis and cab in excellent condition, £265.
1952 DODGE 6-ton petrol long-wheelbase tipper, 7-cu.-yd. drop-side body, £250.
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1957 BEDFORD 5-ton short-wheelbase tipper, one owner, excellent condition, £450.
1956 B.M.C. diesel tipper, well shod, good condition, £390.
1956 BEDFORD 5-ton short-wheelbase tipper, £375.
1954 FORD Thames 4D tipper, £220.
1951 BEDFORD 5-ton long-wheelbase drop-side truck, synchromesh gearbox, £150.
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NOVEMBER, 1957, BEDFORD, 26,000 miles only, with Silverdale meat container body, complete with rails and hooks, as new, £1,195.
1952 THORNYCROFT Trident, flat platform, good condition, £495.
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NEW BEDFORDS FROM STOCK.

BEDFORD 7-ton forward-control diesel drop-side truck, extra-long 18-ft. body, £1,273.
BEDFORD 7-ton normal-control diesel steel-bodied tipper, 2-speed axle, £1,450.
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USED COMMERCIALS.

1956 BEDFORD 6-ton short-wheelbase wooden-bodied excellent condition, £475.
1956 BEDFORD 5-ton petrol drop-side truck, £450.
1953 DODGE 7-ton tipper, P6 diesel, double drop side, £450.
1956 AUSTIN 5-ton diesel twin-ram tipper, double drop side, £450.
1955 DODGE R6 diesel single-ram tipper, double drop side, £400.
1954 MORRIS 1-ton van, in maroon, £125.
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LEYLAND-ALBION AGENTS,
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1949 (Late) ALBION medium-wheelbase tipper, fitted Chiefland diesel engine, good condition, choice of three (one alloy and two wood bodies).
1948 ALBION FT3 (petrol) medium-wheelbase tipper, 13-ft. body, good condition.
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1954 DODGE (petrol) platform wagon, good tyres, fitted 17-ft. double-decker cattle container body, £325.
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1953 DODGE R6 diesel, Perkins R6 engine, 17-ft. body, excellent condition.
1949 ALBION CX3 long-wheelbase wagon trailer, excellent condition.
PART-EXCHANGES, H.P. arranged. 830-37

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1959 LAND ROVER, registered 1958, excellent condition, 7,000 miles only, £635.
1956 4D diesel 8-ton long-wheelbase truck, first-class condition, 40,000 miles only, three months' guarantee, £475.
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1955 Thames 4D diesel 2-ton truck, twin rears, £375.
1959 Trader, articulator, blue-black, SAE coupling, 12-ton knock-out, 12-ft. well, crane trailer, 5,000 miles, £1,750.
1957 3-ton short-wheelbase Trader, small mileage, 4E, £495. 830-286

TONYREFAIL MOTORS, L.T.D.

TONYREFAIL, GLAM.
Tonyrefail 246. 830-290

COMMER DEALERS.

1957 COMMER 7-ton TS3 diesel tipper, all-steel 6-cu.-yd. and telehoist link gear, 9.00 by 20 tyres, £795.
1957 COMMER 7-ton TS3 diesel tipper, Telehoist all-steel body and gear, 9.00 by 20 tyres, new-style cab, £775.
1953 BEDFORD 5-ton tipper, £295.
1953 THORNYCROFT 5-6-ton Sturdy Star D.I. diesel, 17-ft. platform, £375.
1951 COMMER 5-ton drop-side, petrol, £120.
1951 COMMER 5-ton fruit roundsman's covered drop-side, 60,000 miles only, £135.

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NEW DODGE 6-ton forward-control short-wheelbase tipper, 5-cu.-yd. drop-side body, 825 by 20 tyre equipment, B and E gear, £1,512.
NEW 6-ton DODGE forward-control long-wheelbase N diesel tipper, new type Perkins engine, Telehoist twin-ram underbody gear, 10-ft. body, double drop-sides, 825 by 20 tyre equipment, £1,800.
NEW 7-ton Thames Trader chassis-cab, 160-in. wheelbase, 800 by 20 tyre equipment, £1,261.
1955 DODGE 7-ton long-wheelbase double-drop-side truck with new 19-ft. body, owner driver, one owner, super condition, £950.
1956 DODGE 6-ton long-wheelbase drop-side truck, factory-replacement engine fitted, painted navy blue, £875.
1956 BEDFORD 10-cwt. van, 2-tone, very low mileage, £295.
1951 FORD Sussex 6-ton diesel van, well tyred, excellent body, freshly painted in grey, ideal for bulky loads, £375.
IMPERIAL GARAGE, Hadleigh, Essex. Phone, Hadleigh, Essex, 57271. 830-137

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New vehicle ex stock, E.R.F. 44G 6-cu.-yd. drop-side tipper.
1956 DODGE 7-ton platform truck, fitted Perkins R6 Mk. 2 engine, 19-ft. platform with can roof rack, suitable for hay and straw.
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1954 FORD Thames ET7 5-ton short-wheelbase tipper, fitted Perkins P6, unladen weight 2 tons 4 cwt.
1950 FODEN 6-ton platform lorry, fitted Gardner 4LK engine, tyre equipment 90%, very sound little vehicle.
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1954 E.R.F. 8-wheeler platform.
1952 THORNYCROFT 8-wheeler drop-side.
1951 THORNYCROFT 8-wheeler drop-side.
1954 LEYLAND Comet drop-side.
1954 BEDFORD tractor, P6.
1952 VULCAN long-wheelbase platform (petrol).
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1958 MORRIS J2 15-cwt. Omnitruck, guaranteed, £445.
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1956 FORD Thames 5-ton 4D diesel platform truck, guaranteed, £575.
1956 BEDFORD 10-12-cwt. van, guaranteed, £325.
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1956 MORRIS 11-ton van, guaranteed, £525.
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1948 MORRIS 30-cwt. Luton van, £245.

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NEW DODGE 7-ton short-wheelbase tipper 1850, 2-speed axle, helper springs, immediate delivery.
1959 AUSTIN diesel 7-ton, 2-speed axle, power steering, 18-ft. sided body, 900 by 20 tyres, 11,000 miles only, available due to completion of contract.
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1955 BEDFORD 7-ton R6 drop-side lorry.

PRAILLS (HEREFORD), L.T.D.

PHONE 4221 (6 LINES). 830-288

ONE 1955 COMMER Luton van, £590.
CAMPBELL, SYMONDS AND CO. L.T.D., 4th Avenue, Wembley, Middx., Arnold 7771. Forth SM5MAN. Brentwood 5252, offer.

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1951 BEDFORD petrol long-wheelbase S type flat, in good condition, £100.
ONE 1959 June, FORD Trader, 6-speed, long-wheelbase flat, blinkers and heaters, double gassenger seat, 12,000 miles, £1,600.
DENNIS Pax, ex W.D., 36 by 8 tyres, £120.
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LARGE selection of used vehicles, including Leyland, Albion, E.R.F., Atkinson, etc., flat and tippers.
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1954 A.E.C. Mammoth Major, double-drive, 8-wheel tipper, fitted new engine, tyres, etc., in first-class condition, £250.
1956 BEDFORD diesel long-wheelbase tipper, fitted reconditioned engine, £650.
R. ANDRASSY, Cross Roads Garage, Wrenthorpe, R. Wakefield. Phone, Wakefield 6246-7. 830-228

Used Goods Vehicles (contd.)

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TIPPER.
1958 BEDFORD 7-ton diesel, 14-ft. by 4-ft. steel fixed-sided body.
FLAT.
1954 BEDFORD 7-ton R6, 16-ft. timber drop-side body.
1957 BEDFORD 7-ton, Comet engine, 16-ft. timber drop-side body. Choice of two.
1939 FODEN 8-wheeler, 24-ft. timber flat.
1954 LEYLAND Comet Scammell artic. unit.

FORD AND SLATER, LTD.
LEYLAND, ALBION.
 GWENDOLEN ROAD, LEICESTER.
 Phone 36117-9. 830-272

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 SHELDON, BIRMINGHAM, 26.
1955 COMMER 25-cwt. forward-control van, £250
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 exchanges. 830-151

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 Wan 6633.
1958 December, Thames Trader, 6-cylinder diesel, 6-cu.-yd. all-steel tipper, as new, £900.
1956 Thames, Perkins P6, diesel, 5-cu.-yd. steel tipper, very clean, £345.
1956 FORD 10-cwt., exceptionally nice condition, £170.
1956 FORD 10-cwt. truck, ideal for fruiters trade, £175.
1947 FORD 10-cwt. Luton, perfect body and reconditioned engine, £140. 830-142

H. TAYLOR AND CO., LTD., offers:—
1956 February, AUSTIN A40 van, blue, good tyres, £250.
1955 AUSTIN A40 pick-up, blue, £225.
1953 MORRIS 5-ton drop-side long-wheelbase truck, £1,600.
1953 THE CRESCENT, Surbiton, Elmbridge 0081.
1953 FODEN Mark II 2-stroke 8-wheeler, new engine three months, new tyres throughout, immaculate, £690.
1955 LEYLAND Octopus, double drive, high sides, reconditioned throughout, ready for work, £1,800.
 Both vehicles are ready to work, no dealers need reply.
 Replies to: J. Wright and Co. (Doncaster), Ltd., 221 High St., Hatfield, Doncaster. 830-431

1956 BEDFORD 5-ton truck, £525.
1955 AUSTIN 1-ton van, petrol, £325.
1952 AUSTIN A40 pick-up, £75.
1951 FORD Thames 3-ton truck, £200.
SCOTT, LTD., 173 Kingston Rd., New Malden, Malden 3633. 830-302

1959 DODGE three-month-old tipper, fitted 2-speed axle, air brakes, power steering, heater, as new.
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1954 DODGE medium-wheelbase tipper, 9.00 by 20 tyres, Perkins R6 engine, 2-speed axle.
CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, Rutland. Phone, Uppingham 336-7. 830-170

1957 BEDFORD 7-ton diesel, long-wheelbase tipper.
1957 BEDFORD 5-ton, medium-wheelbase tipper.
1952 LEYLAND Comet, long-wheelbase diesel lorry.
1955 BEDFORD 5-ton long-wheelbase diesel drop-side lorry.
1959 BEDFORD 7-ton, short-wheelbase, U-metal body, diesel tipper, choice of two.
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SEDDON diesel vehicles. Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

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THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2151. 830-639

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ALBION Reiver 6-wheeler.

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NEW BEDFORD Sparling 300-cu.-ft. all-steel van, complete with rear roller shutter, full-width partition and double passenger seat.

NEW BEDFORD 7-ton short-wheelbase (1.6 S.C.I.) equipped with 300-cu.-in. Bedford engine; can be completed with tipping body and gear of your choice. THE above vehicles for immediate delivery.

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ATLAS vans, one sliding door, one hinge door, immediate delivery

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A.E.C. Reliance, 1955 (first registered May, 1955), 4-door body by Birmingham, Seagull 41-seater, forward entrance, exterior cream and maroon, certificate of fitness May, 1960, perfect condition. Binns Motor Coaches, Ltd., 40 Higher Bridge St., Bolton, Lancs. Phone, Bolton 3615. 831-7964

1950. June, A.E.C., 7.7 diesel engine, 33-seater, one owner, owner-driven, all new tyres, beautiful runner, for quick sale, £375. Colbrook 2072. 830-133

1947 A.E.C. 55-seater, 7.7 engine, Roe all-metal body, fitness 1961-62, from £130 each.

1947 A.E.C. 35-seater, 7.7 engine, Duple body, fitness 1961-62, from £135 each. A. E. Connorton, Ltd., 328 Brixton Rd., S.W.9. Brixton 7962. 830-83

A.E.C. (1946 registered) 32-seater coach, 7.7 engine, in very nice condition, suit workmen. £195. Edgware 2572. 830-39

LOW-BRIDGE double-decks for operators.

CHOICE of seven A.E.C. Mark III low-bridge double-decks, 53 seats, 1949, powered by A.E.C. 9.6-litre engines with synchromesh gearboxes and metal frame bodies by East Lancs, price £425 each.

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Used Passenger Vehicles (contd.)

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LOW-BRIDGE double-decker required. A.E.C. preferred. L Wake's Services, Sparkford, Yeovil. Phone, Marston Magna 408. 830-138

AUSTIN

AUSTIN full-front, 1949, one owner, 31-seater, certificate of fitness October, 1962, £175. Broughton's Service Station, Ltd., 1-4 Odessa Rd., E.7. Mar 1888. 830-71

BEDFORD

1954 BEDFORD 36-seater "Burlingham Seagull, Perkins R6 Mark II, exterior maroon and cream, certificate of fitness 1964, excellent condition, choice of two. Broadway Coaches, Barking Rd., London. E.6. Phone, Gra 0444. 832-7948

1954 BEDFORD Super Vega, full luxury 36-seater, certificate of fitness May, 1964, radio and microphone, heaters, spot lamps, etc., finished maroon and silver with maroon and grey moquette, in new condition, one owner used only each summer on first-class weekly tours, £1,850. H.P. and exchange.

WELLINGTON GARAGE, LTD., main BEDFORD dealers, Wellington St., Oldham. Main 3297. 830-384

BEDFORD, 1948, 29 seats, retrimmed, certificate of fitness 1962; Austin, 1949, 28 seats, certificate of fitness expired, new engine, good tyres, 450 spent woodwork, £425 the two o.n.s. Mr. Chandler, Phone, Southend-on-Sea 65234. 830-785

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106 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

1954 BEDFORD Super Vega, 38-seater, excellent condition, one owner, certificate of fitness 1964.

1954 BEDFORD Super Vega, 36-seater, as new, one owner, certificate of fitness 1964.

1953. June, BEDFORD Super Vega, 36-seater, quarter lights, one owner, choice of two, immaculate, certificate of fitness 1963.

1952. July, BEDFORD Super Vega, 36-seater, quarter lights, one owner, choice of two, excellent condition, certificate of fitness 1962.

1951 BEDFORD Vega, 36-seater, really first-class machine, one owner, certificate of fitness 1961.

1950 BEDFORD Vista, 29-seater, current certificate of fitness, choice of eight.

SEVERAL coaches, suitable for travelling shops, etc., £100 upwards. 830-49

SHELTONS OF WOLLASTON (GARAGES), LTD., London Rd., Wollaston, Northants. Phone 110

1958 BEDFORD SB (diesel) 41-seater Duple Super Vega roof quarter lights, Continental seats, many extras, low mileage, superb condition throughout, one careful owner. H.P. facilities available. 830-794

449

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1958 BEDFORD Duple 29-seater Vista, cream-blue, radio, microphone, heaters, many extras, 34,000 miles, registered June 10, 1958, certificate of fitness 1965, £2,400, o.n.s.

1955 BEDFORD Duple 38-seater Vega, grey-maroon, radio, microphone, heaters, reconditioned petrol engine August 1959, registered February 12, 1965, new certificate of fitness five years, £1,850.

SHEARINGS TOURS (MANCHESTER), LTD., 419 S Manchester Rd., Oldham. Phone, Fallowfield, Manchester, 4111. 830-443

1951 BEDFORD 33-seater Duple coach, heater, radio, used only on private hire, certified to 1961, £1,150, choice of two. Underwoods. Phone, West Mersea 322. 830-117

1947 29-seater BEDFORD, high-backed luxury seats, resprayed, will have certificate of fitness for three years, £250.

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BRISTOL single-deck 36-seater, 5LW Gardner, from 1925, in first-class condition. Part-exchange on any vehicle.

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1955 COMMER T53 Plaxton 41-seater coach, excellent condition.

FAIRCLOUGH BROS. LTD., Beehive Garage, Lostock, Phone, Horwich 644. 830-7934

CROSSLEY

1951 CROSSLEY 37-seater, plus courier seat, full-fronted Plaxton body, diesel engine, certificate of fitness July, 1961.

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL-BEDFORD DEALERS.
COUNTRY ROAD,
ORMSKIRK.
Phone, Ormskirk 2551-2. 830-380

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WANTED, 41-seater coach, DAIMLER preferred. Full details to Box CM2910, care of "The Commercial Motor." 830-x689

FORD THAMES AND FORDSON

UNDERWOODS GARAGE, West Mersea, near Colchester, Essex.
THAMES 41-seater diesel coach, new, for early delivery, Duple body, Demonstration available.
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1950 GUY Vixen 29-seater de luxe coach, 50,000 miles from new, Royal blue, moquette seats, in excellent condition.

BEECH'S GARAGE (HANLEY), LTD., Hone St., Hanley, Stoke-on-Trent 25249 and 25240. 830-251

LEYLAND

LEYLAND Royal Tiger, 41-seater Harrington dorsal-fin body, date of registration 1.5.1953, certificate of fitness 31.3.1963.

GLIDEWAYS COACHES, LTD., 316 Bearwood Rd., G Birmingham. Phone, Bearwood 2388. 830-7935

LEYLANDS, Several PS1 1948 Duple 33-seaters, in splendid condition, cash or hire-purchase, five to choose from. Gerald Kings, Ltd., Pontypriest, Phone 2389. 831-7949

CHARLES COPPOCK LTD. Engines and spares, Elm Grove, Cross St., Sole. Phone, Sale 5633. 830-313

LEYLAND Royal Tiger, 1952, first registered March 1952, Burlington Seagull body, 41-seater, centre entrance, exterior blue and cream, certificate of fitness February 1962, and is in perfect condition. Binn Motor Coaches, Ltd., 40 Higher Bridge St., Bolton, Lancs. Phone, Bolton 3615. 831-7965

LEYLAND PS1, certificate of fitness 1962 and 1963. Seamarks, Kingsway, Luton. Phone 52731. 830-476

LEYLAND PS1s, choice of two, excellent condition, certificates of fitness 1962 and 1963, £550 each. Seamarks, Kingsway, Luton. Phone 52731. 830-116

1952 LEYLAND Royal Tiger with air brakes. Yates 41-seater luxury coach body with H.M.V. radio, heaters, flashes and many extras, certificate of fitness to April, 1962. Clark's Coaches (Epporstone) Ltd., Epporstone, Notts. Phone, Woodborough 254. 831-x790

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1957 BEDFORD 41-seater Super Vega, petrol, red moquette, cream-red exterior, heater, fuel filter lock, certificate of fitness to 1964.

1956 BEDFORD, petrol, 36-seater Duple, exterior ivory-red, certificate of fitness to May, 1961.

1955 BEDFORD 38-seater Super Vega, fawn floral moquette, cream-red exterior, Perspex roof vents, certificate of fitness 1962, choice of two.

1954 BEDFORD 36-seater Super Vega, red moquette, cream exterior, glass roof quarters, clock, heater, two Perspex lift-up roof vents.

1954 BEDFORD diesel 36-seater Harrington Duple, choice of seven.

1954 BEDFORD, petrol, 38-seater Duple, exterior orange-cream, certificate of fitness to June, 1965.

1951 52 BEDFORD 35-seater Gurney Nutting body, certificate of fitness 1961, choice of three.

1950 FODEN (6LW) 33-seater, Metalfcraft body, certificate of fitness 1960, choice of two.

1950 FODEN (6LW) 37-seater, Metalfcraft body, certificate of fitness 1961.

1950 ALBION (diesel) 31-seater Allweather body, fawn moquette, light blue-cream exterior, certificate of fitness to March, 1961.

1949 1948 DENNIS 33-seater Duple, certificate of fitness 1963.

1948 LEYLAND PS1, 33-seater Harrington body, certificate of fitness 1961-63, choice of 11.

SEVERAL 29-seaters and half-coach coaches at low prices to make room for new stock. These are particularly suitable for conversion. 830-211

450

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.

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WHITEHALL ROAD,
GOMERSAL, NR. LEEDS.

Phone, Dudley Hill 1144 (6 lines).

OFFERS IMMEDIATE DELIVERY

OF:—

NEW BEDFORDS, fitted with Plaxton, Duple, Burlington or Harrington bodies.

NEW FORD Transits, fitted with Plaxton, Duple, Burlington or Harrington bodies.

EARLY DELIVERY

OF

A.E.C. RELIANCE,

FITTED WITH DUPLER OR PLAXTON BODIES.

NOW IN STOCK.

NEW FORD Thames, fitted with Burlington body.

NEW FORD Thames, fitted with Duple body.

NEW BEDFORD, fitted with Plaxton body.

SECOND-HAND COACHES NOW IN STOCK.

JUNE, 1959, A.E.C. Reliance, fitted Duple Britannia bodies, front entrance, many extras, red flowery interior; these machines have done approximately 15,000 miles and have been on tour only, choice of two.

1959 FORD diesel 41-seater, Plaxton body, red and grey moquette, certificate of fitness 1960.

1958 BEDFORD SBI oilers, fitted with 41-seater Plaxton full-luxury bodies, in first-class condition throughout, immaculate, choice of three.

1958 BEDFORD petrol 41-seaters, in immaculate condition, fitted Plaxton bodies, heater and radio, choice of three.

1957 58 BEDFORD petrol 41-seaters, fitted with Yates Europa bodies, choice of two.

1957 BEDFORD 41-seater, fitted Duple bodies, many extras, immaculate condition, choice of four.

1956 BEDFORD petrol Plaxton 41-seater, dark red moquette, certificate of fitness 1961.

1955 BEDFORD, fitted with Strachans body, 24 Continental seats but could be fitted with 37 or 39 seats, choice of six.

1955 BEDFORD, fitted with Strachans body, having been re-seated with 38 new seats by Plaxton, in red moquette.

1954 BEDFORD 35-seater Plaxton full-front, in immaculate condition, certificate of fitness to 1964.

1954 FODEN 6LW 41-seater Harrington body, red hide seats, certificate of fitness 1964.

1953 BEDFORD petrol 35-seaters, Plaxton full-fronts, certificates of fitness to 1963, choice of six.

1952 COMMERS, 33-seaters, underfloor, with Plaxton bodies, immaculate condition, choice of two.

1952 BEDFORD, fitted 33-seater Duple body, certificate of fitness to 1962.

1951 52 A.E.C. Mk. IV, fitted with Burlington and Duple bodies, 37-41 seats; these machines are in very good condition throughout, choice of six.

1951 BEDFORD petrol 33-seater Plaxton, green moquette, certificate of fitness August, 1960.

1951 SENTINEL 35-seater with Gurney Nutting body, brown check moquette, certificate of fitness July, 1961.

1951 FODEN 6LW 37-seater Harrington body, red hide seats, certificate of fitness 1961.

1950 LEYLAND PS2s, fitted with 35-seater Plaxton full-fronts, been operated by large private concern; these machines are in first-class condition, choice of three.

1950 A.E.C., fitted with Plaxton 35-seater body in 1953, in first-class condition throughout, no bulkhead, choice of two.

1950 LEYLAND PS1, 33-seater Harrington body, half-cab.

1949 CROSSLEY downdraughts, fitted with Duple bodies and Plaxton full-fronts, no bulkhead, certificates 1961-64, choice of four.

1949 MAUDSLAY, fitted with 33-seater Burlington body and Plaxton full-front.

1949 FODEN 6LW 33-seater, half-cab, fitted with Harrington body.

1949 FODEN half-cab, fitted with Plaxton 33-seater body.

LARGE selection of A.E.C., Maudslay, Bedford and Leyland PS1 half-cabs, cheap to clear.

1946 GUY double-deckers, fitted with Park Royal bodies 5LW engines, 50 seats (26 lower and 30 upper), two years' certificate of fitness, choice of six, £350 each.

S.P.A.R.E. parts for all types of passenger vehicles, engines, gearboxes, back axles, etc.

ALL these machines are at "knock-out" prices to clear, and we would be pleased to quote you prices of any of these.

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BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

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GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

FIVE DAIMLER double-decker buses, year of registration 1945, certificate of fitness to 1961, very good condition.

SIX DAIMLER single-deck buses, fitted with 6LW Gardner engines immaculate condition, current certificates of fitness.

FURTHER PARTICULARS AND PRICES ON APPLICATION

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Used Passenger Vehicles (contd.)

ANNUAL SEASON SALE.

P.V.D., LTD. **F.C.S., LTD.**

SUPER COACHES. **50 SUPER COACHES.**

IN STOCK NOW

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AVAILABLE FOR IMMEDIATE INSPECTION AND TEST.

SPECIAL H.P. TERMS.

1951 A.E.C. 37-seaters, fully fronted Burlington Seagull body, self-adjustable reclining Continental seating, underfloor engine, good tyres all round, certificate of fitness 1963, choice of four, price £1,500-£1,750.

1951 LEYLAND Royal Tigers, full-fronted 37-seater Burlington Seagull body, self-adjustable reclining seating, underfloor engine, certificate of fitness end of 1961, extra seats to convert to 41-seater for the above machine, choice of four, price £1,500-£1,750.

1950 49-48 A.E.C. 35-33-seater super luxury coaches, bodies by Harrington, Duple and Windover, 9.6 and 7.7 diesel units, all re-seated this year, in immaculate mechanical and body condition, certificate of fitness 1961-63, choice of 35, price £450-£650.

ABOVE VEHICLES PURCHASER FROM THREE OF THE LEADING PRIVATE OPERATORS IN THE COUNTRY.

1949 48 MAUDSLAY, Duple, Plaxton and Burlington bodies, 33-35-seaters, fitted 7.7 diesel engines, crash boxes, certificate of fitness 1961-62, choice of six, price to clear £250.

1949 BRISTOL 35-seaters, Eastern Counties all-metal coach body saloons, fitted late series 9.6 AV 6-cylinder engines, in perfect mechanical and body condition, certificate of fitness 1961-63, choice of five, price £550-£600.

1948 49 A.E.C. Mark III 34-seater service saloons, 9.6 and 7.7 engines, all-metal bodies, in excellent body and mechanical condition, certificate of fitness 1960-61, choice of 10, price £450-£500.

LEYLAND T58, fitted 1951 Burlington 34-seater service saloons, all-metal bodies, top sliding windows, heater, etc., late-type 9.6 engines, certificate of fitness late 1961, choice of 10, price £325.

1948 LEYLAND PS1, 33-seater Burlington full-luxury body, 7.4 diesel engine, in excellent mechanical and body condition, certificate of fitness December, 1963, choice of two, price £450-£550.

DOUBLE-DECKERS. DOUBLE-DECKERS.

1946 48 high-bridge BRISTOL double-deckers, fitted Metcam all-metal 56-seater bodies, powered by 5LW and 7.7 diesel engines, in perfect mechanical and body condition, certificate of fitness 1963, reprinted end of 1959, choice of 20, price £575-£600.

1939 40 BRISTOL low-bridge double-deckers, fitted 1951 Eastern Counties Coach Works, all-metal bodies, low mileage 5LW Gardner engines, in perfect mechanical condition, certificate of fitness end of 1961, choice of 17, price £375-£400.

1955 LEYLAND Atlantean low-bridge decker, 61-seater, all metal, rear engine, electric rear doors, automatic change, in superb mechanical and body condition.

THESE ARE ONLY A FEW OF WELL OVER 200 PASSENGER VEHICLES OF MOST WELL-KNOWN MAKES AND SEATING CAPACITIES WHICH ARE AVAILABLE FOR IMMEDIATE INSPECTION AND TRIAL.

ENGINES.

1948 49 DENNIS Mark III, 6-cylinder diesel engines, complete with 5-speed gearboxes, low mileage, under 10,000; choice of four, price £120-£150 each.

1948 49 PS1-type LEYLAND diesel engines, some just reconditioned, price £150-£175 each.

1948 49 7.7 and 9.6 A.E.C. diesel engines, low mileage; choice of 10, price £125-£175.

1948 49 Gardner 6LW, 5LW, 4LW diesel engines, low mileage, choice of 10, price £125-£175.

ALL THE ABOVE ARE COMPLETE WITH FUEL PUMP, DYNAMO AND STARTER. GEARBOX IF REQUIRED AND CARRY OUR THREE MONTHS' UNCONDITIONAL GUARANTEE.

SPARES.

£20,000 Of brand-new and used spares of all descriptions for Bristol, A.E.C., Leyland 8.6 and 7.4, etc. Transmission units, differentials, etc., at lowest prices. Inspect our new walk-around spares stores.

GENEROUS PART-EXCHANGES.

FREE DELIVERY 100 MILES.

THREE MONTHS' GUARANTEE.

FREE SPARES.

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F.C.S. WORKS,

LONDON ROAD,

DUNCHURCH,

NEAR RUGBY.

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On the A45. 830-300

IMMEDIATE delivery BEDFORD Super Vega 41-seater luxury coach, as exhibited at the Duple Motor Show (diesel engine), 5-speed gearbox, finished in garnation red and grey, quarter lights, Continental racks, etc.

CHOICE of several 1958 BEDFORD Duple 41-seater luxury coaches.

35 SEATER BEDFORD petrol Burlington, fitted with radio, speech amplification, heaters and twin spot lamps, repainted cream, first registered July, 1953, certificate of fitness July, 1961.

CHOICE of BEDFORD 29-seater Duple Vistas, certificates of fitness.

1952 FODEN 6LW 41-seater Bellhouse-Hartwell full-front luxury coach (choice of two).

PART-EXCHANGES. HIRE-PURCHASE TERMS.

SAVILLE MOTOR SALES, LTD.

HARVESTER HOUSE,

STRATFORD-ON-AVON.

830-178

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ELM GROVE

SUPER 1

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8 FT. W

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1948-1949

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May, 1961.

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Used Passenger Vehicles (contd.)

CHARLES COPPOCK, L. TD.

SERVICE BUSES.

THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

FOR EARLY RELEASE.
SUPER FULL-FRONTED 53-SEAT.
LOW-BRIDGE DOUBLE-DECK COACHES.
8 FT. WIDE, ENCLOSED REAR PLATFORMS.
IDEAL FOR EXPRESS AND
LONG-DISTANCE TRAVEL.
1940-1949 LEYLAND PD1,
7-LITRE ENGINE,
BURLINGHAM COACHWORK.

COMFORTABLE seating in red floured moquette,
capacious luggage rack, on lower rack, good enclosed
loading platform, wide stairways, good heating system.
Perspex roof lights, exterior colours red, current certificate
of fitness.

SEVERAL of these vehicles will be available in the near
future.

1947 And 1946 A.E.C. service buses, Mark I chassis,
7.7-litre oil engine, crash-type gearbox, bodies
by Brush and Saunders-Roe respectively, front entrance,
seating 35 passengers, upholstery in moquette and leather,
certificates of fitness 1961-61, choice of 20.

1946 ALBION service buses, powered Albion
6-cylinder diesel engine, ENE 242, coachwork
by B.T.C., of all-metal construction, these bus bodies
were new in 1953, seating 35 passengers, upholstery in
leather, rear sliding entrance door, certificate of fitness
1961-1, choice of five.

1951 GUY, underfloor 6LW Gardner oil engine, pre-
selector gearbox, air brakes, Metalcraft coach-
work, 43-seater luxury coach, large-type seats, trimmed
in all-metal, tinted entrance, sliding door, exterior
colours red and cream, certificate of fitness expires
May, 1961.

1949 Full-fronted FODEN Plaxton coachwork,
powered 6LW Gardner oil engine, 33 seats, in
blue floured moquette, exterior colours cream, in very
clean condition.

30 pump, dynamo, starter motor and clutch.
12 Gardner 5LW oil engines, complete with fuel
pump, dynamo, starter motor and clutch.

LEYLAND PSI 7.4-litre oil engines, complete with
8 fuel pump, dynamo, starter motor and clutch.

CHASSIS UNITS AND SPARES.
LEYLAND PSI, A.E.C. Mark I, Bristol J type, Bristol
K type, Guy Arab, Tilling-Stevens, Daimler CVO,
Crossley, Leyland T57 and 8, Leyland TD5.

SPECIAL OFFER.
BRAND-NEW injectors for Leyland Royal Tiger and
Leyland PS2 and PD2 engines, £12 per set of six.

WE WELCOME YOUR INQUIRIES.
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FRANK COWLEY.

200

BUSES AND COACHES

ACTUALLY IN STOCK

READY FOR IMMEDIATE SERVICE.

1952 And 1953 A.E.C. Mark IV underfloor-engined
35-seater full-luxury full-fronted coaches; these
machines are the last word and only require seeing, £1,250
each, choice of two.

PS1 Leyland full-fronted coaches, no bulkhead,
these machines carry full guarantee and are certified 1961-63,
choice of 15, £495 each.

1949 A.E.C. full-luxury coaches, unmarked in every
possible way, just off service, choice of 10,
£420 each, certified 1962-63.

Daimler 39-seater service saloons, 30-ft. by 8-ft.,
bodies, leather Dunlopillo seats, powered by A.E.C.
7.7 diesel engines, immaculate throughout, certified, £275
each.

1948 BRISTOL 35-seater service buses, 5LW Gardner
and 5-speed gearboxes, low full-vision seats,
unmarked throughout, choice of 12, £325 each.

1949 Leyland H.B. double-deckers, Park Royal
bodies, unmarked throughout, in first-class
mechanical condition certified 1962-63, £475 each; choice
of three only.

1944-45-48 GUY H.B. deckers, fitted 5 and 6LW
Gardner diesel engines, certified, from £200
each, choice of six.

1949 DENNIS 35-seater Duplex luxury coaches,
immaculate throughout choice of six, £340
each.

FRANK COWLEY.

3 BLACKFRIARS ROAD, SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048,
830-325

1953 LEYLAND Royal Tiger 41-seater, Leyland all-
metal luxury coach body, air brakes, £2,250.

1957 BEDFORD 41-seater Duplex Super Vega, £2,750.
1954 BEDFORD 38-seater Duplex Super Vega, 8 ft.,
£1,950.

1952 BEDFORD 33-seater Duplex Super Vega, 7 ft.,
6 in. in quarter lights, heater, £1,275.

1950 BEDFORD 29-seater Duplex Vista, high-back
seats certificate of fitness three years, £525.

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., L. TD.

LONDON'S LEADING PASSENGER AND
COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:
HIGH ROAD, PONDER'S END, ENFIELD, MIDD.
HOWARD 1266, PBX.

IMMEDIATE DELIVERY.

NEW COACHES.

NEW BEDFORD SBI diesel 41-seater Plaxton, Perspex
quarters, tubular racks, radio and heaters, many
extras, ivory and red.

NEW BEDFORD SBI diesel 41-seater Harrington
Crusader, Perspex quarters, tubular racks, radio and
heaters, many extras, cream and red.

NEW BEDFORD SBI and SBB diesel 41-seater Duplex
Super Vega, Perspex quarters, tubular racks, radio
and heaters, colours to choice.

A.E.C. Duplex, Plaxton or Harrington coachwork to
1960 designs; available for early delivery, finished to
instructions.

LEYLAND Leopard chassis, air brakes, mounted with
Duplex, Plaxton or Harrington coachwork to 1960
designs; available for delivery Easter or Whitsun.

ALL MAKES OF PASSENGER CHASSIS SUPPLIED
WITH DUPE, PLAXTON, HARRINGTON AND
BURLINGHAM COACHWORK.

USED COACHES

FOR IMMEDIATE DELIVERY EX-STOCK—
BEDFORD.

1958 Duplex 41-seater Super Vega, glass roof quarters,
tubular racks, Formica panels, radio, two
heaters, divided type seats, immaculate condition, finished
grey and blue, certificate of fitness 1961.

1957 Duplex 41-seater Super Vega, 7 ft. 6 in. wide,
upholstered in red moquette, heater fitted,
finished cream and red, certificate of fitness 1964.

1956 Duplex 41-seater Super Vega, autumn tint
moquette, Formica panels, radio and heater,
finished green and grey, certificate of fitness 1961.

1954 Plaxton 38-seater, Perspex quarters, tubular
racks, many extras, cream and brown, certificate
of fitness 1964.

1954 Duplex 38-seater Super Vega, blue floral
moquette, radio and heater fitted, finished blue
and cream, certificate of fitness 1964.

1954 Duplex 38-seater Super Vega, heater, red
moquette, finished blue, certificate of fitness
1964.

1952 Gurney Nutting 35-seater coachwork, uphol-
stered in floral moquette, repainted cream, lift-
up roof vents, certificate of fitness 1962, choice of six.

A.E.C.

1956 Reliance 43-seater Duplex Britannia coachwork,
blue floral moquette, radio and heater, many
extras, immaculate condition, certificate of fitness 1961.

1955 Reliance 37-41-seaters, coachwork by H. V.
Roe, central entrance, public address system
fitted, many extras, certificate of fitness 1964, immaculate
condition, choice of four.

1949 Mark III 35-seater, 9.6 oil engine, mounted
with new full-fronted Yeates Riviera coachwork
in 1954, Perspex quarters, tubular racks, divided seats
in red moquette, exterior metallic blue, certificate
of fitness 1964. Choice of three.

LEYLAND.

1950 PSI 35-seater Bellhouse-Hartwell coachwork,
finished blue and cream, certificate of fitness
1960, choice of two.

1950 Comet, 33-seater Burlingham coachwork,
finished maroon, certificate of fitness 1961.

FIRST REASONABLE OFFER ACCEPTED FOR
ANY OF THE FOLLOWING COACHES.

SUBJECT TO BEING UNSOLD.

1950 AUSTIN 32-seater Kenex coachwork, certificate
of fitness 1961, January.

1949 AUSTIN 29-seater Plaxton coachwork, certificate
of fitness 1960, choice of three.

1949 A.E.C. Mark III 9.6, pre-selector gearbox,
35-seater All-weather coachwork, finished
maroon and cream.

1948 A.E.C. Mark III 9.6, crash gearbox, 33-seater
Burlingham coachwork, finished grey and
maroon, certificate of fitness 1963.

1947 A.E.C. Mark I 7.7 35-seater full-front Thurgood
coachwork, finished cream and red, certificate
of fitness 1962.

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ARRANGED BY OUR DEPOTS AT—
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ERRINGTONS OF EVINGTON, L. TD.

NEW BEDFORD (diesel and petrol), with Duplex, Plaxton
and Harrington coachwork, finished to requirements
for early delivery.

NEW BEDFORD diesel (SBI), Harrington 41-seater
coach for demonstration and immediate delivery.

1955 BEDFORD diesel, Yeates Riviera 36-seater, all
extras, immaculate condition, £1,900.

1951 LEYLAND Royal Tiger, Burlingham Seagull
39-seater, excellent condition, £1,825.

1953 BEDFORD Duplex Super Vega 35-seater, one
owner, £1,575.

PART-EXCHANGE, HIRE-PURCHASE.

EVINGTON, LEICESTER.

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Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), L. TD.

COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE, FARNHAM,
SURREY.

Phone, Farnham 4626-7, 8 a.m. to 6 p.m.
After 6 p.m., Farnham 4481.

NEW BEDFORD Duplex, Plaxton, Burlingham 41-seater
coaches, 1960 models, delivery of these vehicles is
available now; choice of petrol and diesel engines, with
4- or 5-speed gearboxes; demonstrations of either avail-
able at your premises by request; we invite your inquiries.
Form 14 sides, 7 ft. 7 in. wide, certificate
of fitness 1965, £2,975.

1958 BEDFORD Vega 41-seater Duplex, heater, radio,
Form 14 sides, 7 ft. 7 in. wide, certificate
of fitness 1965, £2,975.

1952 BEDFORD Vega 35-seater, heater, good tyres,
above average condition, certificate of fitness
1962, £1,600.

1955 BEDFORD Vega 36-seater, heater, glass roof
quarters, tubular racks, 7-ft. 6-in. body, cream-
maroon exterior, £2,350.

1951 BEDFORD S.B. fitted 33-seater Gurney-Nutting
body, green interior, clean vehicle, 1950.

1951 Royal Tigers fitted 41-seater Bellhouse-Hartwell
bodies, lift-up roof vents, red interior, red-green
exterior, certificate of fitness 1961, choice of two, £1,595.

1952 BEDFORD Thurgood, 37-seater bodywork, red-
cream, very clean, low mileage, certificate
of fitness 1962, £1,400.

1949 BEDFORD Vista, dual blue, high-back seats,
very clean, certificate of fitness 1960, £550.

1951 BEDFORD Vega 33-seater, blue interior,
repainted cream and blue, very clean vehicle,
certificate of fitness 1962, £1,100.

1951 A.E.C. Burlingham full-front 37-seater, green
interior, grey-green exterior, certificate of fitness
1961, £1,075.

1950 LEYLAND Comet, Bellhouse-Hartwell body,
31-seater, Perspex canopy, £550.

1952 DENNIS Falcon, fitted Burlingham 35-seater
bodies, choice of two, £975.

1946 A.E.C. 7.7 engines, Duplex 35-seater, high-
back seating, grey-red interior, certificate of
fitness 1962, choice of two, £475 each.

1947 58 DAIMLERS, Duplex and Plaxton bodies, red
interiors, grey and maroon exteriors, certificate
of fitness 1961-63, £475 each.

SELECTION of diesel-engined coaches for works con-
tract from £125 each.

SELECTION of petrol- and diesel-engined coaches for
S carriage of office personnel, etc. £200.

INEXPENSIVE BEDFORD Vistas for mobile shops, site
offices, etc., from £80.

WE shall be having a good selection of 36-38- and 41-
seaters coming into stock within the next few weeks.
Your inquiries are welcomed.

S Plaxton-Burlingham authorized repairers for the
South we offer a good repair service, also painting,
trimming and steam cleaning. Crash jobs our speciality.
We can usually arrange to hire you a coach whilst yours
is off the road. 830-348

DON EVERALL, L. TD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD, COMMOR OR FORD CHASSIS
AVAILABLE, BODIED BY DUPE, HARRINGTON,
PLAXTON OR BURLINGHAM, TO YOUR
INSTRUCTIONS.

1959 BEDFORD diesel 41-seater Burlingham coaches,
as new, available shortly, £3,350.

1958 COMMOR TS1 41-seater Duplex S.V. coaches,
air brakes, £3,250.

1957 COMMOR TS1 41-seater Duplex S.V. coaches,
4-speed and overdrive box, £2,800.

1955 COMMOR TS1 41-seater Plaxton coach,
2-speed axle, new engine, £2,350.

1954 DAIMLER Freeline 41-seater Duplex Elizabethan coach, new engine fitted, £2,750.

1954 A.E.C. Reliance 41-seater Burlingham Seagull
coaches, new engines recently fitted, ex our
own fleet, choice of two, certified 1964, £2,700.

1954 GUY Arab, lightweight 6LW underfloor
engines, 41-seater Burlingham Seagull coaches,
nine, ex our own fleet, £2,500.

1953 A.E.C. Mk. IV 41-seater Yeates coach, certified
1961, £2,150.

1952 DAIMLER Freeline 43-seater Metalcraft coach,
choice of two, certified 1962, £1,700.

1951 FODEN 6LW rear-engine 41-seater Bellhouse
Hartwell coach, certified 1961, £1,350.

1951 LEYLAND PSI 37-seater Burlingham coach,
certified 1961, £1,100.

1950 COMMOR Avenger petrol 33-seater Plaxton
coach, courier seat, heaters, etc., being
re-certified, 1965.

1950 DENNIS 6-cylinder diesel 35-seater Whisson
coach, certified 1960, £550.

1949 MALDISLAY 7.7 33-seater Duplex coach, cer-
tified 1962, £550.

50
DIESEL 33-SEATER HALF-CAB AND 29-SEATER
PETROL COACHES AT £150-£400, OR AVAILABLE
FOR

HIRE
FOR SHORT OR LONG PERIODS.

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DUE TO SHORTAGE OF GARAGING
RENTON'S LUXURY COACHES

OFFER—

1954 BEDFORD (petrol), 36-seater Yeates luxury
body, radio, heater, excellent condition.

1954 BEDFORD, 36-seater luxury Plaxton body,
radio, heater, Perkins R6 engine fitted 1958,
used on extended tours only, immaculate.

1951 LEYLAND PS2, 39-seater luxury Plaxton Envoy
6-ft. body, complete new interior fitted and
re-certified 1959, appearance like new.

OFFERS invited for the above vehicles. Any inspection,
or Apply 522 Manchester Rd., Hollinwood, Oldham,
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830-348

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION.
PRESTON, LONGTON, LANCS. 3255-6.
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**COMMERCIAL AND PASSENGER VEHICLE
SALES SPECIALISTS.**
ALBION, LEYLAND, THAMES TRADER,
AUTHORIZED DEALERS

NEW LEYLAND TIGER CUB AND THAMES
TRADER WITH 41-SEATER DUPLÉ. PLAXTON
AND HARRINGTON LUXURY COACHWORK.
IMMEDIATE DELIVERY.

NEW LEYLAND Tiger Cub, Duplé Donington 41-seater
de luxe coachwork, front entrance, radio and heaters,
exterior cream and red, interior red, good part-exchange
allowance.

1954 BEDFORD Burlingham Seagull 36-seater de
luxe, excellent order throughout.

1948 GUY Arab 5LW units, Wilks and Mead 33-
seater half-cab, certificates of fitness 1963
(choice of two), at £250 each.

1948 MAUDSLAY passenger chassis, A.E.C. 7.7
unit, good mechanical order, offers.

1949 LEYLAND P51 Burlingham 33-seater luxury
saloon, certificate of fitness 1963-4 (choice of
four).

1948-9 LEYLAND P51 Burlingham 35-seater service
buses, certificates of fitness 1963-4.

1946 A number of LEYLAND P51 low-bridge
double-deck buses with Leyland bodies.

1945 GUY Arab 5LW units, 36-seater high-bridge
double-deck buses.

1943 AND 1945 GUY Arab 5- and 6-cylinder LW
units, 53-seater low-bridge double-deck buses
(choice of two).

1942 LEYLAND TD7 low-bridge 53-seater double-
deck bus, certificate of fitness July, 1962, £125.

CHOICE OF 20 GUY Arabs, 56-seaters, high-bridge
double-deck buses, 6LW units.

OVER 100 buses, single- and double-deck type, Gardner
power units.

ALL SPARES.
DAIMLER, DENNIS, GUY, LEYLAND, TDI,
5 AND 6 MODELS.
WRITE PHONE OR CALL.
MILLBURN MOTORS (PRESTON), L. TD.
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BARNARD AND BARNARD, L. TD.
PASSENGER FORD DEALERS.

NEW Thames Yeoman 41-seater Duplé.

NEW Thames Consort IV 41-seater Plaxtons; early
delivery after receiving finishing details.

1959 BEDFORD Plaxton 41-seater full-luxury Plaxton
body fitted with heater, lift-up roof lights, top
sliding windows, many extras, small mileage, certificate of
fitness 1960.

1959 BEDFORD Super Vega 41-seaters, full-luxury
body, fitted with radio, intercom, heater, extra
luggage lockers as new, certified 1960.

1957 BEDFORD Plaxton 41-seater full-luxury
body, radio, heater, Formica panels, many
extras, certificate of fitness 1964.

1956 BEDFORD Seagull 36-seater full-luxury Bur-
lingtonham body fitted with heater, in excellent
condition, certified 1961.

1955 BEDFORD Vega 36-seater, Perspex quarters,
roof lights, tubular racks, cream and red, radio
and heater, certified.

1954 BEDFORD Vega 36-seater, full-luxury Duplé
body, fitted with radio, heater, exterior blue
and red, in excellent condition throughout, certified 1964.

1953 BEDFORD Plaxton 37-seater, full-luxury body,
fitted with heater and radio, Perspex quarters,
tubular racks, in good, clean condition throughout,
certified 1963.

1953 BEDFORD Seagull 36-seater full-luxury Bur-
lingtonham body, fitted with heater, roof
lights, certified 1963.

1953 BEDFORD Super Vega, 38-seater, full-luxury
Duplé body, fitted with heater, in good clean
condition throughout, certified 1963.

1950 LEYLAND P51 full-front 33-seater, full-luxury
Burlingham body, fitted with heater, certified
1960.

1950 COMMER Avenor 33-seater luxury all-
weather body, heater fixed roof, clean condi-
tion, certified 1960, choice of three.

SEVERAL coaches suitable for workmen and mobile
shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.
YOUR FORD AGENTS.
PHONE. SYDENHAM 2224-5-6.
310-326 SYDENHAM ROAD,
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AFTER HOURS, BIGGIN HILL 330. 830-468

SILVER LINE MOTORS,
MOORLANDS,
WELWYN GARDEN CITY,
HERTS.
Phone, W.G. 5495.

BEDFORD MAIN DEALERS, NEW BEDFORDS WITH
COACHWORK TO CHOICE.

1951 BEDFORD Vega, cream and brown with
autumn interior, certificate of fitness 1961,
fitted heater, good condition throughout, £1,350.

1948 BEDFORD Plaxton 30-seater, maroon with
maroon high-back seats, £650.

1948-51 BEDFORD Vistas from £175.

PART-EXCHANGES welcomed, hire-purchase arranged.
830-367

Used Passenger Vehicles (contd.)

LES GLEAVE, L. TD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

NEW coaches available on Bedford, Commer Ford,
Albion and Leyland chassis, with bodies by Burlin-
gham, Duplé, Harrington or Plaxton.

1957 BEDFORD Duplé, petrol, 41-seater, radio,
heater, power steering.

1956 BEDFORD Plaxton 41-seater.

1956 BEDFORD Duplé 41-seater.

1956 COMMER TS3 Duplé 41-seater.

1955 COMMER TS3 Plaxton 41-seater.

1955 BEDFORD Plaxton 38-seater.

1952 FODEN Gardner 41-seater.

1952 DENNIS Vulcan Duplé 41-seater.

1952 BEDFORD, petrol, Plaxton 37-seater.

1952 A.E.C. Mk. IV Burlingham Seagull.

1952 BEDFORD 33-seater Duplé.

VARIOUS 1949 and 1950 petrol and diesel coaches, all
available at clearance prices.

WE are now taking orders for the coming season.
W Bedford, Commer, Ford, Leyland A.E.C., etc., and
can offer good hire-purchase terms on new and second-
hand machines.

LES GLEAVE, L. TD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226 830-378

COMBERHILL GARAGES, L. TD.

INGS ROAD, WAKEFIELD.

NEW 1960 mod. luxury coaches now available for
inspection and demonstration.

NEW BEDFORD SBI diesel 41-seater Plaxton Consort,
full luxury, Triplex quarter lights.

NEW BEDFORD SBI petrol 41-seater Plaxton Consort,
full luxury, Triplex quarter lights.

NEW BEDFORD SBI diesel, 41-seater Plaxton Con-
sort, standard coachwork, heater, radio.

NEW FORD Trader, diesel, 41-seater Plaxton Consort,
full luxury, Triplex quarter lights.

NEW BEDFORD SBI diesel 41-seater Harrington
Crusader, full luxury, available October.

NEW demonstrator ATKINSON L644 (Gardner 4LW)
37-seater Plaxton Highway omnibus, 15% below list.

COMMER TS3 (8-cylinder diesel), 41-seater
Plaxton Consort, heater, radio; choice three.

COMMER TS3 (Rootes diesel) 41-seater Duplé
Super Vega, heater, radio; choice two.

COMMER TS3 (Rootes diesel) 41-seater Duplé
Super Vega, heater, radio; choice of two.

BEDFORD SB petrol 41-seater Plaxton, Triplex
quarter lights, heater, radio; choice two.

BEDFORD (Perkins R6 diesel) 38-seater Duplé,
cream-green, heater, radio.

COMMER TS3 2-stroke diesel 39-seater
Plaxton Ventura; choice of four, certified 1965.

BEDFORD SB petrol 35-seater Duplé Vega,
heater, radio, certified 1963.

BEDFORD Vega 33-seater Duplé, heater, radio,
certified 212.61, cream-green.

CHOICE of several low priced Bedford, Leyland,
A.E.C. and similar coaches-omnibuses for sale at
clearance prices.

HIRE-PURCHASE FACILITIES.

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CROSS ROAD GARAGE,

ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD.

DUPLÉ, PLAXTON, HARRINGTON.

COMPARE OUR USED VEHICLE PRICES.
FOR EARLY DELIVERY.

IN stock, new BEDFORD SBI Plaxton 41-seater, new
Bedford SBI (5-speed gearbox) 41-seater Duplé Super
Vega, for immediate delivery.

1958 BEDFORD Plaxton (SBI diesel) 41-seater,
immaculate, £3,150.

1957 41-seater BEDFORD Plaxton, choice of two,
radio, intercom, etc., very clean, £2,850.

1957 COMMER TS3 Plaxton and Yeates 41-seater
coach, fitted air brakes and 5-speed gearbox,
heaters, choice two, £3,000.

1956 BEDFORD petrol, 41-seater Yeates Riviera,
blue-ivory exterior, £2,650.

1956 BEDFORD petrol 36-seater Plaxton, blue
exterior, £2,500; choice of three.

1955 BEDFORD Duplé 36-seater, radio, etc., £2,450;
choice of four.

1953 BEDFORD Plaxton, many extras, £1,975.

1951 52 33-seater BEDFORD Duplé, from £1,200;
choice of four.

1950 27-29 BEDFORD Duplé, quarter roof lights,
tubular racks, very clean, £575.

1948 BEDFORD Duplé Vista, good certificate of
fitness, £250.

ALL MACHINES ARE WORKS CHECKED AND ARE
IN FIRST-CLASS CONDITION THROUGHOUT.

TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (BY DAY).

NIGHT PHONES, KIVETON 220, MANSFIELD 5393,
DINNINGTON 577. 830-375

BEDFORD 1948 29-seater, retrimmed, certificate of
fitness 1962. Austin 1949 28-seater, certificate of
fitness expired, new engine, good tyres, £60 spent on
woodwork, £425 the two o.n.o. Mr. Chandler, Southend
65234. 830-91

Used Passenger Vehicles (contd.)

STOCKLAND GARAGE, L. TD.

MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd 2488.

LEYLAND P51, choice of three, guaranteed in first-
class condition including tyres, batteries, now being
recertified, 35-seater full-fronted Duple, owned by us
since new, £1,600-£1,700.

BEDFORD, petrol engine, guaranteed in first-class con-
dition, including batteries and tyres, certificate of
fitness 1962, 35-seater full-fronted Duplé, owned by us
since new, £1,600.

1957 Mark III, 1950, guaranteed in first-class
condition, including tyres and batteries,
full-fronted 35-seater Burlingham, 7 ft. 6 in., owned by
us since new, £850.

LEYLAND P52, 9.6 diesel, 1950, guaranteed in first-
class condition throughout, full-fronted 35-seater
Burlingham, any trial or examination, £750.

ALL these vehicles are in excellent condition and guar-
anteed mechanically, maintained regardless of possible
sale, have been in use this season and if not sold will be
used next season and are prepared to dispose of them
to enable us to replace with new vehicles. Any vehicle
taken in part-exchange, hire-purchase facilities.

STOCKLAND GARAGE, L. TD.

AUSTIN AND FORD STOCKISTS.

FORD Trader 7-ton long-wheelbase drop-sided truck.

FORD 4D hydraulic tipper, 3.5-ton, as new.

AUSTIN A152 van, small mileage, £395.

AUSTIN 2-3-ton Lutons, £40-£60.

STOCKLAND GARAGE, L. TD.

830-148

THURGOODS OF WARE.

1957, April, BEDFORD Super Vega (37) 9.6,
immaculate, used only on high-class tours, with
green interior, green and grey exterior, heaters, speech
amplification, fog lamp, certificate of fitness to 2.5.64,
£2,300.

1956, May, BEDFORD Super Vega (37), 7 ft. 6 in.
wide, as above, £2,450 (Can be made into
41-seaters at extra charge.) Choice of three.

1952 A.E.C. Mk. IV, 41-seater, exterior red and cream,
certified to 22.3.62, £1,175. (Can be made into
35-seater at extra charge.)

1951, May, A.E.C. Beadle full-fronted coach (39),
two shades of green, certified to 24.4.61, £975.

1949 (La e) BEDFORD Vista 29-seater, exterior red
and cream red high-back seats, Formica sides,
wide rear bumper, good tyres and engine, certified to
1963, £725.

1949-8-7-6 BEDFORD Vistas (29), various colours
Choice of six. Clean condition, certified, from
£250.

12 Coaches and buses suitable workmen and shops.

A.E.C. Double-deckers (55) and single-deckers (39),
green and cream, certified, from £240.

PHONE, WARE 833-4. AFTER HOURS, 896. 830-247

PERCY D. SLEEMAN, L. TD.

LONDON COMMER DEALERS.

COMMER Rootes diesel mounted Duplé, Plaxton,
Harrington 41-seater coach bodies, finished to
instruction.

A.E.C. Reliance, mounted Duplé, Plaxton, Harring-
ton 41-seater coach bodies, finished to
instruction.

1955 A.E.C. Reliance, Strachan alloy body, 41 seats,
certificate of fitness.

1953 BEDFORD 37-seater Duplé, certificate of fitness
1963, very clean.

1952 A.E.C. Mk. IV 41-seater Burlingham, certificate
of fitness 1962, well typed, excellent condition.

1951 LEYLAND Royal Tiger 41-seater, Strachan
body, certificate of fitness 1961, air brakes,
well typed, good condition mechanically and coachwork.

1951 FODEN, Mk. II engine, 37-seater Whiston
body, certificate of fitness 1961.

1950 LEYLAND P52, full-front 35-seater Santos
body, certificate of fitness 1960.

1950 BEDFORD Vistas, 29-seaters, certificates of
fitness 1960; choice of three, £525.

A AVAILABLE shortly, COMMER TS3 for demonstration
in any part of the country.

PART-EXCHANGES and hire-purchase to suit your
requirements.

38 UNBRIDGE ROAD.

EALING, W.S.

PHONE, EALING 7987.

After hours, Western 1321. 830-366

BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 4968.

ANY make of chassis supplied with bodies to customers'
requirements.

INQUIRIES are welcome and will be dealt with promptly.

WE also have a selection of well maintained used
coaches which are available for your inspection,
some of which are listed below.

1955 COMMER Duplé 41-seater, brown-cream, certi-
ficate of fitness 1965, Eaton 2-speed axle.

1959 BEDFORD 41-seater Burlingham, low mileage,
certificate of fitness 1966, one only.

1958 LEYLAND Cub 41-seater Duplé, radio and heaters,
approximately 20,000 miles, condition
as new, choice of four.

1956 COMMER 41-seater Plaxton, radio and heaters,
very clean bodywork, choice of two.

WE specialize in part-exchange with the easiest of hire-
purchase terms.

BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 468.

BUSINESS HOURS: WEEKDAYS 9 TO 4.30 P.M.,
SATURDAYS 9 TO 12. 830-167

Used Passenger Vehicles (contd.)

TAYLOR

NOW available
1960 That
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Used Passenger Vehicles (contd.)

TAYLORS (GLOUCESTER), L. TD.,
WORCESTER STREET,
GLOUCESTER.

NOW available for demonstration:—

- 1960** Thames with Plaxton or the new Burlingham bodies.
FOLLOWING used coaches available:—
1959 BEDFORD petrol, 17,000 miles. Duple body, heater.
1959 BEDFORD diesel Plaxton, radio, heater, quarter rear domes.
1958 BEDFORD petrol Duple 41-seater, heater.
1957 BEDFORD petrol Duple 41-seater, radio, heater, choice of two.
1956 BEDFORD petrol, Yeates body, radio, glass quarters, heater.
1956 BEDFORD 35-seater Duple, heater, radio, certificate of fitness 1963.
1953 BEDFORD 38-seater, heater, certificate of fitness 1963.
1953 LSO selection of half-cabs and full-fronts with certificates of fitness.

PHONE, GLOUCESTER 22228.

831-2943

W. S. YEATES, L. TD.,

LOUGHBOROUGH 4321.

THE COACH SPECIALISTS.

JUST A FEW OF OUR TOP QUALITY USED COACHES.

- 1958** BEDFORD Plaxton 41-seaters, choice of three in excellent condition.
1958 BEDFORD Duple Super Vegas 41-seaters, choice of four in really immaculate condition.
1956 A.E.C. Reliance Plaxton 41-seater luxury coach.
1956 A.E.C. Reliance Europa 41-seater luxury coach.
1955 COMMER TS3 Plaxton 41-seater luxury coach.
1956 COMMER TS3 Duple 41-seater luxury coach.
Also available: a fine selection of all types of A coaches, including Bedford Vegas and Vistas—diesel coaches and buses.
W. S. YEATES, LTD., are proud to offer the most comprehensive service to coach operators with representatives for all areas. Derby Rd., Loughborough, Leicestershire. 830-263

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OLYMPIA GARAGE.

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

Evenings, Oldham Main 2461.

- 1959** BEDFORD petrol 41-seater Super Vega, £1,100.
1957 BEDFORD petrol 41-seater Burlingham, £2,550.
1956 BEDFORD petrol 41-seater Super Vega, £2,400.
1953 BEDFORD petrol 36-seater, choice of two, £1,650.
1952 A.E.C. 39-seater Plaxton, £1,450.
1952 BEDFORD 29-seater, certificate of fitness 1962, £250.
A.E.C. 1952 41-seater Plaxton, choice of two, £1,650.
LATE 1951 BEDFORD SB3 33-seater Duple, fitted with quarter light, £1,150.
1950 SEDDON, fitted 33-seater full-front Plaxton bod., £250 830-374

J. W. FIELDSEND, L. TD.

- 1958** BEDFORD petrol 41-seater Plaxton, heater and radio; choice of three.
1953 CROSSLEY 37-seater, full-front Churchill body.
CROSS LANE, Salford. Phone, Pendleton 5331. 830-464

- 1949** BEDFORD 29-seater, certificate of fitness 1960; 1949 Maudslay 33-seater, certificate of fitness 1963; 1948 Leyland 33-seater, certificate of fitness 1961; 1946 Bedford 29-seater, certificate of fitness 1960. H.P. can be arranged. H. Shaw Maxey, near Peterborough, Market Deeping 2224. 831-7936

- 1948** Bedford Vista, £325; 1949 Vulcan, new P6 engine, £400; 1950 Sentinel, 40 seats, £525, Radcliffe, Suffolk, 2277. 831-2690

- 1957** BEDFORD petrol 41-seater Plaxton.
1958 BEDFORD petrol 41-seater Plaxton.
1958 COMMER TS3 41-seater Plaxton.
VICTORIA COACHES. 1159 London Rd., Leigh-on-Sea. Phone 74456. 830-465

Used Passenger Vehicles (contd.)

- MAUDSLAYS** (two) 7.7 33-seaters, 1948, certificate of fitness 1963, £275 each.
LEYLAND PS1 35-seater, 1948, certificate of fitness 1963, £450. (These vehicles are still in service.)
J. C. ARNOLD, The Garage, Dossill Rd., Two Gates, Tamworth. Phone, Tamworth 254. 830-2681
1951 -52 FODEN full-front 37-seater Whitson special body, no division, new Mark II engine fitted 1958, certificate of fitness 1961.
1950 -51 LEYLAND PS2 full-front 35-seater with division, certificate of fitness 1960.
MAUDSLAY 33-seater, half-cab, A.E.C. 7.7 engine, body completely reframed, not yet finished, to be recertified.
ALL above open to reasonable offer, or exchange 830-433
1946 A.E.C. MCW high-bridge decker, certificate of fitness four years, price £550.
1959 BEDFORD Uuilabus, certificate of fitness 1966, as new, price £620.
ANY vehicle considered for part-exchange.

TIGER COACHES, Dewshill Garage, Salsburgh. Phone, Salsburgh 242. 830-354

- 1952** A.E.C. Burlingham, Seagull, 39-seater coach, certificate of fitness 1963, £2,400.
1949 CROSSLEY, Whitson body, exceptional, 33-seater coach, certificate of fitness 1963, £400.
W. H. PERKY, LTD., Station Bridge, Wealdstone, Middx. Phone, Harrow 1031. 830-134

- 1959** BEDFORD SB1, 41-seater Duple luxury bodies, oyster seats, head covers, heaters, rear wheel discs, Eaton axles, twin fog lamps, sliding windows, certificates of fitness 1966, £3,400.
1959 BEDFORD SB1, 41-seater Burlingham Seagull luxury body, oyster seats, sliding windows, twin fog lamps, certificate of fitness 1966, £3,400.

- 1958** LEYLAND Cubs, 41-seaters, Duple Donnington luxury bodies, oyster seats, head covers, heaters, twin fog lamps, sliding windows, front entrance, certificates of fitness 1965, choice of four, £4,250.
1958 A.E.C. Reliance, 41-seater Plaxton luxury bodies, oyster seats, heaters, twin fog lamps, sliding windows, front entrance, certificates of fitness 1965, choice of two, £4,250.

- 1956** LEYLAND Cub, 41-seater Duple demonstration luxury body, front entrance, Eaton axle, twin fog lamps, sliding windows, certificate of fitness 1963, £4,250.
THE above coaches are in first-class condition throughout and we invite any inspection or test.
HIRE-PURCHASE terms can be arranged.

RED HOUSE GARAGE CO., Victoria Rd. East, Hebburn on Tyne. Phone 83-2145 (after 6 p.m.). St. Hilda 46691. 830-441

Unclassified Wanted

COACHES, obsolete and all type vehicles bought, large and small quantities wanted for cash. All inquiries to: Lincoln, Vehicle Dismantler, Valley Rd., Bradford, Yorks. Phone, Bradford 22221. 222-644
1958 -59 29-seater coach, 9-14-seater P.S.V. Minibus, Conway Hunt, Ltd., Brox Rd., Ottershaw. Phone, Ottershaw 461. 830-49

NEW PASSENGER VEHICLES

A.E.C.

ARLINGTON MOTOR CO., L. TD.,

HIGH ROAD,

PONDERS END, ENFIELD, MIDDX.

Phone, Howard 1266.

Reliance chassis, vacuum or air brakes.

DUPLE, PLAXTON OR HARRINGTON

COACHWORK

TO 1960 DESIGNS.

EARLY DELIVERY.

FINISHED TO INSTRUCTIONS. 830-195

BEDFORD

COACHES AND COMPONENTS, L. TD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1960 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.
PART-EXCHANGES and H.P. terms arranged to your satisfaction. 222-0674

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PONDERS END, ENFIELD, MIDDX.

Phone, Howard 1266.

PETROL AND DIESEL CHASSIS WITH

DUPLE, PLAXTON OR HARRINGTON

COACHWORK

TO 1960 DESIGNS.

EARLY DELIVERY.

FINISHED TO INSTRUCTIONS. 830-196

New Passenger Vehicles (contd.)

DON EVERALL, L. TD.,

34 CLEVELAND ROAD,

WOLVERHAMPTON.

Phone 23212.

41-SEATER Duple, Burlingham, Harrington or Plaxton bodies built on petrol or diesel chassis, available 4-5 weeks' delivery, finished to instruction. 830-158

FORD THAMES

QUICKS OF MANCHESTER

FOR PASSENGER COACHES.

ORDER YOUR 1960 COACHES FROM QUICKS 41-SEATER TEST-PROVED THAMES TRADER CHASSIS, AND DEPENDABLE AND ECONOMICAL 6-CYLINDER DIESEL ENGINE (PETROL OPTIONAL). COACHWORK BUILT TO YOUR OWN SPECIFICATION. EXCHANGES ARRANGED.

Contact Mr. H. Barnes.

QUICKS FOR FORDS,

CHESTER ROAD, OLD TRAFFORD,

MANCHESTER, 16.

Phone, Trafford Park 2201 (10 lines). 222-813

A. SPRINGALL, L. TD.,

FORD DEALERS.

NEW Thames Duple 41-seater luxury coach, 1960 model available soon. Demonstrations. Hire-purchase. Part-exchanges.
166 -168 PLUMSTEAD COMMON RD., S.E.18. Woolwich 5313. 222-756

BARNARD AND BARNARD, L. TD.,

COMMERCIAL FORD DEALERS

THE PASSENGER VEHICLE SPECIALISTS.

NEW FORD THAMES 41-SEATER CAN BE SUPPLIED WITH DUPEL OR PLAXTON BODIES, OR TO CUSTOMER'S REQUIREMENTS.

We shall be pleased to arrange a demonstration anywhere without obligation.

PART EXCHANGES.

HIRE PURCHASE ARRANGED.

BARNARD AND BARNARD, L. TD.,

YOUR FORD AGENT.

310-316 SYDENHAM ROAD,

LONDON, S.E.26.

SYDENHAM 2224-5-6.

AFTER HOURS, BIGGIN HILL 330. 830-467

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ARLINGTON MOTOR CO., L. TD.,

HIGH ROAD,

PONDERS END, ENFIELD, MIDDX.

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LEOPARD CHASSIS

WITH DUPEL, PLAXTON OR HARRINGTON

COACHWORK TO 1960 DESIGNS.

EARLY-DELIVERY

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EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. 222-741

UNCLASSIFIED

COMMER, Rootes diesel, Duple Plaxton and Harrington bodies, early delivery, finished to instructions. Reliance, as above.

A.E.C. Reliance, as above.
PERCY D. SLEEMAN, LTD., London COMMER dealers, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Western 1521. 830-362

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

- 1955** 12-ton bulk grain transporter-container, incorporating Conveyor (Readybuilt), Ltd., 5-in. Star discharger, conveyor 22 ft. long, complete with petrol motor and incorporating a 5-in. elevator conveyor, for the sum of £750.
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- AMBULANCES,** all types and sizes, large selection. A. Lawton-Godman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 830-297

Miscellaneous Vehicles (contd.)

ARTICULATED VEHICLES

(INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 222-708

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.
DUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenage 175. 830-205

Miscellaneous Vehicles (contd.)

ORDER your new BEDFORD tractor now.

AVAILABLE from stock:—

8-TON 300-cu.-in. BEDFORD diesel.

SCAMMELL Scarab and trailers for favourable delivery.

INQUIRIES TO:—

E. J. BAKER AND CO. (DORKING), L. TD.

DORKING 3822, EXT. 19. 830-105

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Miscellaneous Vehicles (contd.)

CAPITAL MOTOR CO., LTD.
BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.
NEW SCAMMELL 12-ton 25-ft. flat-platform trailer for early delivery.
NEW SCAMMELL 3- and 6-ton Scarabs, petrol or diesel, early delivery.
USED SCAMMELL trailers from 6 tons to 8 tons always available.
SCAMMELL 18-ft. boxvan trailer in good condition.
SELECTION of 3-ton Scarabs, 1950-1956, in good condition.
REMINGTON ST., City Rd., N.1. (Near Angel.) 830-45
Clerkenwell 7456.

NEW TRADER 6D articulated unit, 8.25 by 20, in stock.
Hubert Dees, Ltd., 15-19 Brighton Rd., Croydon. 830-395

Articulated Vehicles Wanted

WANTED. Several 10-ton crane trailers in good condition. Fred Davies (St. Helens), Ltd. Phone 6123 St. Helens. 831-7954
25-TON low-loader required, must be in good condition and not earlier than 1948. State full details and price to Box CM292, care of "The Commercial Motor." 830-326

BREAKDOWN VEHICLES

HEAVY breakdown vehicle, Thornycroft 4 x 4, fitted Leyland 8.6 diesel engine and Garwood twin boom 10-ton crane, hand operated, no winch, £275. Park 0462, or Cunningham 4029 after 6.30 p.m. 830-8792
FOR sale, 6-wheel MERCEDES recovery wagon, complete with winch and jib, £450. Unregistered 4 x 4 A.E.C. Matador, with brand-new cab, £650. Henry Randall, Phone, Takeley 373. 832-7956

ELECTRIC VEHICLES

ELECTRIC truck 5-ton medium-wheelbase hydraulic tipper, perfect condition throughout, excellent battery, one owner, bargain, £185. Cars and Commercial, 62 Aston Rd., North, Birmingham, 6. Aston Cross 4217-8. 830-664

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1956 STANDARD VANGUARD Countryman, choice of two, immaculate condition, from £545. Cavendish Motors, Cavendish Rd., N.W.6, Willenden 0446-8. 830-664

EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING.

CUNDEY AND STEWART, LTD.

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4, AND 6 X 6 VEHICLES.
SPARES AND TYRES.

ALFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477. 830-704

AUSTIN and Bedford 4 by 2 and 4 by 3-ton vehicles. All in first-class condition available. Specification and photographs available on request. Overseas inquiries invited.

G. MORGAN AND SON, Waltham Chase, Southampton. 222-928
C. M. SWORDER (MOTORS) for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 222-773

LOW-MILEAGE BEDFORD OLs, unregistered, in good condition, £125 each. Also Bedford OL which tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 830-106

LUTON VANS AND PANTECHNICS
LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; two-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup. 222-730
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BIRMINGHAM COMMERCIAL OFFER—

1948 BEDFORD Luton.
1950 GUY Vixen Luton.
1954 LEYLAND Luton.

NEW B.M.C. 30-cwt. diesel Luton vans.

560 C COVENTRY ROAD.

BIRMINGHAM, 10. 830-185
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OFFER FROM STOCK.

NEW LUTON VANS

FOR IMMEDIATE DELIVERY.

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SEVEN SISTERS ROAD.

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W. J. REYNOLDS (MOTORS), LTD., Ford House, W. New Rd., Dagenham, Essex. Dominion 6655. 830-119

Miscellaneous Vehicles (contd.)

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1955 FORD 2-ton standard van, in good condition, £195.
1951 And 1952 BEDFORD 1200 pantechnics, aluminium body, 3-seater cab, drop well, unladen weight 2 tons 18 cwt., first-class vehicle, choice of two, from £440. 830-276

1951 BEDFORD 3-ton 974 c.c., first-class vehicle, £265.
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A ARTICULATED pantechnicon trailers, 1,500 cu. ft. capacity, in very good order; choice of three. Tractor units available if required.
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MOBILE SHOPS, CANTEENS, ETC.

IMMEDIATELY available Bedford "V.G." 15-cwt. mobile canteen, fitted with all necessary accessories, 3 ft. 2 in. head-room, finished in primer, £801; or painted to customers specification (10 days) £846. Vincent Greenhouse (Shrewsbury), Ltd., Greyfriars Motor Works, Shrewsbury 2321. 830-6

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H. 14-4-8 and 29-seater coaches at low prices, suitable for conversion into shops.
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LARGE stock of tanks and tankers, all types, for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 232-795

PRESSURIZED bulk tankers for sale.

FODEN 8-wheel bulk tanker, first registered 1955, completely rebuilt in 1957. Gardner 6LW engine, 40 by 8 tyres. YEWCO 3-cone pressurized steel hoppers. New Wellworthy compressor with 41-in. discharge. Inspection and offers invited.

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1953 BEDFORD-SCAMMELL artic., 2,000 gal., four compartment tank with pump.

1953 FORD 1,500-gal. 3-compartment tank, with pump.

1952 BEDFORD 1,500-gallon, 4-compartment with pump.

1946 MAUDSLAY 1,800-gallon with pump.

700- And 500-gallon tankers, from £175 each.

ALL types of vehicles and storage tankers, from 500 to 4,600 gallons.

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SCAMMELL 2,500-gal. 5-compartment tanker trailers, choice of three.

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SCAMMELL 1,500-gal. 3-compartment tanker trailer; choice of several tractor units if required; also other tankers in stock.

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1953 BEDFORD 500-gallon tankers, perfect condition.

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STAINLESS-STEEL tanks and tankers required. Box CM273, care of "The Commercial Motor." 222-792

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LARGE quantity brand-new Austin fixed-side tipping bodies, 5-yd., £32 each; 6-yd., £45 each. Also heavy-duty Garwood tipping rams only, brand new, £15 each. Auto Units, Ltd., Ealing 5108. 222-748

AUSTIN 6 x 4 hydraulic tipper, 4-yd. body, excellent condition with new battery, spare wheel, £290.

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1955 BEDFORD short-wheelbase Perkins P6 engine, £350. C. Russell, 155 Millbank St., Northam, Southampton. Phone, 26590. 830-403

LEYLAND Comet tipper, ECO2/11R, first registered September, 1958, 4LNX Edbro tipping gear with 14-ft. wooden body, Eaton 2-speed axle, 900 by 20 tyres, very good, 44,000 genuine mileage, the whole in first-class condition.

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1956 ram tipper, £625; 1956, July, TS3 short-wheel-

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1957 DODGE 7-ton diesel 8-yd. tipper, in very good running order, any trial, £675.

1950 A.E.C. 8-wheeler tipper, almost new body, Duramax cab, 9.6 engine, air brakes, double drive, in very good running order, has been well maintained by very large concern, £1,295.

1956 B.M.C. diesel 7-ton 8-yd. tipper, Eaton 2-speed axle, power steering, in really nice order, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-200

FORD Trader 7-ton tippers, delivery from stock.

SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham. Deer Park 221. 830-161

COACHES AND COMPONENTS, LTD., Bedford Main Dealers, 92-94 Stamford Hill, N.16. Stamford Hill 8444.

TWO brand-new 7-ton short-wheelbase BEDFORD LEYLAND 7-cu.-yd. Anthony holst tippers, available in approximately 14 days. 830-427

1956 Thames long-wheelbase 4D, 5-yd. tipper, with completely new all-steel body and Edbro tipping gear, £600. L. F. Dove (CV), Ltd., 98 Main Addiscombe Rd., Croydon, Surrey. Addiscombe 3131. 830-303

TWO 7-ton BEDFORD tippers, 1956, long-wheelbase, diesel, heavy-duty springs, 900 by 20 tyres, just finished contract, one high-sided, suitable for coal or coke, one 8-yd., any trial, £650.

1956 15-TON long-wheelbase diesel tipper, 1954, 7-cu.-yd., new body, almost new tyres, any trial, £525. Phone, Canonbury 4388. 830-85

Miscellaneous Vehicles (contd.)

TWO LEYLAND tippers, 8-wheelers, 1954 and 1956, good condition.
H. SHORT, LTD., Newthorpe, Notts. Kimberley 830-169. 2391.

Tipping Lorries Wanted

TIPPERS wanted. Dodge, all models, 1955 onwards, low mileage. Church Road Motors, Ltd., Hadfield, Essex. Phone 57271. 222-680

BEDFORD model A tippers with P6 engines required, state price and condition.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. 222-921

BEDFORD wanted. Several 1953-56 BEDFORD A and S type short- and long-wheelbase P6 tipping vehicles required, with or without bodies but with front tipping (not underbody), vehicles must be sound and clean but not reconditioned. Box CM3017, care of "The Commercial Motor." 830-313

TRACTORS

UNREGISTERED 1959 LEYLAND Comet tractor, S.A.E. coupling, air brakes, 670 miles only; unregistered 1959 Commer TS3 tractor, S.A.E. coupling, heavier 690 miles only. Box CM3015, care of "The Commercial Motor." 830-270

45-TON SCAMMELL tractor with 6-cylinder Gardner engine, good condition throughout, £550 or nearest offer.

SOUTHERN COUNTIES TRADING CO., Chalk Pit, Bedfordham. Havant 1438. 830-273

1948 BEDFORD-SCAMMELL unit, £50.

1951 6-ton SCAMMELL Scarab unit, £125.

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Tractors Wanted

Tractor wanted, 1945 or later. Harford Engineering Co. Ltd., Whitting Rd., Norwich. 830-2

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 222-707

10-12-TON 6-wheels low-loading trailer, 20-ft. long, approximately 2 ft. loading height, £145. Trig 3146. 831-702

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Jantling, Liverpool." 222-890

15-TON low-loading semi-trailers, 25 ft. by 8 ft., load-carrying platform, two rear axles, 10.00 by 15 tyres, compressed-air brakes, £340 each.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-696

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 3-wheelers, for the 25 ton makers, including low-loaders and semi-loaders, box bodies, platform, pantechnics and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 830-202

J. CHARLTON, Commercial vehicles and stores, 5 Hypatia St., Bury Rd., Bolton. Phone, Bolton 9671. 222-654

SCAMMELL trailers, 3-ton, 6-ton, 8-ton.

TASKERS TRAILERS AND SEMI-TRAILERS.

FOR every kind of load between 8 cwt. and 35 tons (or more), suitable for use with the great majority of prime movers; also for Land Rovers, vans and cars.

QD. Straight-frame semi-trailers, and certain other types "off the peg."

COUPLINGS: S.A.E./S.M.M.T.—Taskers "D-S" automatic—mechanical horse.

FULLY illustrated descriptive leaflets on request.

TASKERS OF ANDOVER (1932), LTD.

HEAD OFFICE AND WORKS: WATERLOO IRON WORKS, ANDOVER, HANTS.

Phone, Andover 2312. Telex 47-539.

Grams, Taskers-Andover-Telex.

London Office: 36 Victoria Street, S.W.1.

Phone, Abbey 2202.

Manchester Office: 26 Corporation Street, Manchester, 4.

Phone, Deansgate 6009.

Telex 66-249. 222-923

FOR sale, 60-ton low-loading machinery carrier, 20-25-ton Tasker independent machinery carrier, 40-ton artic. Scammell tank transporter. Box CM2720, care of "The Commercial Motor." 222-807

20-25-TON low-loader, knock-out back axle, 14.00 by 20 tyres, 20-ft. in well, Hands trailer.

10-TON, 6-ft. well, knock-out axles, 825 by 20 tyres, Scammell pick-up, as new.

24-FT. Carrimore trailer, in very good condition, £175. Kerby Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 830-54

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A28

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MISCELLANEOUS ADVERTISEMENTS

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TRANSPORT depot situated on main Warrington to Manchester main road, just outside Warrington, and adjacent to new motorway now in the course of construction.

THE property is freehold, with approximately 100 yards main road frontage, central heating throughout, build-up consists of five separate sections, which are adequate for vehicle maintenance, garaging and storage of goods, adequate offices with central heating, and a garage, petrol tank and overhead diesel fuel tank with flow meter. Ample room to house 100 vehicles. All main services laid on including 240 volt electric welding, telephone intercom system installed. The property is ideal for a North-Western Area transport and distribution depot. Inquiries Box CM287, care of "The Commercial Motor." 831-7906

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TWO B licences in Birkenhead, normal user conditions, steel and building materials anywhere Great Britain. General goods 10 miles, available with two new Thames Trader 7-tonners or older vehicles.

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HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 2356. 830-254

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Phone, Glossop 2902-3.

AFTER HOURS, 2356. 830-256

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LOWER INITIAL COST
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WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and reglazing service. **British Steel Frame Co., Ltd.**, 205 Cambridge Heath Rd., London, E.2. Shoreditch 327-5. 830-624

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BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

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L EADING B.M.C. distributors southern outskirts of London require experienced commercial vehicle salesman, good basic salary, commission and expenses with annual increments, car provided, possibility of accommodation. Advertisers have few staff changes and applications should come only from those with proven sales records prepared to settle down in good company. Box CM288, care of "The Commercial Motor." 830-7909

EAST KENT ROAD CAR CO., LTD.

ASSISTANT ENGINEER.

The East Kent Road Car Co., Ltd., invites applications for the position of Assistant Engineer in the Chief Engineer's Department at Canterbury.

The Company, which has its headquarters at Canterbury, operates some 600 buses and coaches on Stage and Express services in East Kent and East Sussex.

Applications, which will be treated in strict confidence should give:

(a) particulars of age, education, technical and other qualifications;

(b) a summary of the applicant's experience, including details of past and present appointments; and

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Applications should be addressed to the General Manager of the Company at Harbledown, Canterbury to be received not later than Monday, November 30, 1959. 830-7942

830-7942

Miscellaneous Advertisements (contd.)

COUNTY BOROUGH OF OLDHAM.
PASSENGER TRANSPORT DEPARTMENT.

APPOINTMENT OF
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Application forms, together with the Council's conditions relating to appointments, may be obtained from the General Manager and Engineer, Passenger Transport Department, Wallshaw Street, Oldham, to whom applications should be delivered not later than Wednesday, November 25, 1959, endorsed "Appointment of Deputy General Manager and Engineer."

Candidates should have first-class training and experience in the maintenance of public service vehicles and of control of staff.

EDWARD HAINES,
Town Clerk.

Town Hall,
Oldham,
Lancashire.

830-7929

Miscellaneous Advertisements (contd.)

CLERK for general office duties, typing ability and knowledge of costing essential. Robert Dixon, Ltd., Hunsdon Aerodrome, Nr. Ware, Herts. Phone, Stanstead Abbots 301. 831-7932

VAUXHALL and Bedford main dealers, Somerset County town require general manager with intimate knowledge of new and used car, van and truck selling, a working knowledge of other departments and general administrative experience and ability. Salary £1,000 p.a. Profit sharing scheme. Non-contributory pension scheme. Transport provided. Three-bedroom flat, free of rent and rates, available on service tenancy. Apply in confidence, stating full particulars of experience and qualifications, to Box CM296, care of "The Commercial Motor."

COMMERCIAL distributors for Northamptonshire require an experienced commercial vehicle salesman. A progressive and remunerative post. Applicants must be fully experienced in every aspect of the trade. Contributory pension scheme in operation. Applications in writing, please, with full details of past experience, etc., to: Arthur Mulliner, Ltd., Bridge St., Northampton. 830-2674

MOTOR body draughtsman experienced in all types metal and composite commercial bodies. House available. Apply Bonallack, Ltd., Basildon, Essex. Basildon 20481. 830-4

THE Rootes Group Truck Division requires Senior Chassis Designers and Draughtsmen. Applicants should be qualified to H.N.C. standard and experienced in modern commercial-vehicle design and production methods. Excellent working conditions, with pension scheme. Apply in strict confidence giving personal details to the Secretarial Department, Commer Cars, Ltd., Luton, Beds. 831-7957

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COMMERCIAL vehicle salesman required; must be fully experienced and capable of earning high salary. Excellent prospects. Box CM304, care of "The Commercial Motor."

Miscellaneous Advertisements (contd.)

NORTH WESTERN ROAD CAR CO., LTD. invites applications for the position of stores controller at its headquarters at Stockport. The company operates a fleet of some 600 public-service vehicles. Applicants must have knowledge of purchasing, stock control and stores qualifications and experience of the successful candidate will not be less than £1,000 per annum. The appointment will carry membership of a contributory pension scheme.

APPLICATIONS, stating age, whether single or married, education, present salary and details of present and previous employment, should be sent under cover endorsed "Stores Controller" to the General Manager, North Western Road Car Co., Ltd., Charles Street, Stockport, as arrive not later than November 25, 1959. 830-288

COMMERCIAL-VEHICLE salesman required, must be experienced and competent engineer and able to inspect and give accurate reports on part-exchange vehicles, and able to buy on own judgment; car provided; salary, etc., in accordance with experience. L. A. Mitchell (Motors), Ltd., Dodge Distributors, Morris-Commercial Dealers, 1 Balham High Rd., S.W.12. Phone, Bal 2234. 830-426

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ISLINGTON BOROUGH COUNCIL invites tender for the supply and delivery of a 15-cwt. Bedford van. Full details and form of tender which is returnable by Tuesday, November 24, 1959, are available from The Borough Engineer and Surveyor, Town Hall, Upper St., N.1. 830-228

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Particulars and Tender Forms may be obtained from The Borough Engineer, 88 Lampton Rd., Hounslow. Tenders in sealed envelopes not indicating the sender, endorsed "MECHANICAL PLANT," must reach me by 10 a.m. December 5, 1959.

The Council are not bound to accept any tender.
D. MATHIESON,
Town Clerk. 830-9

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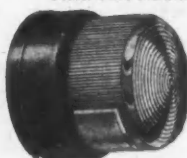
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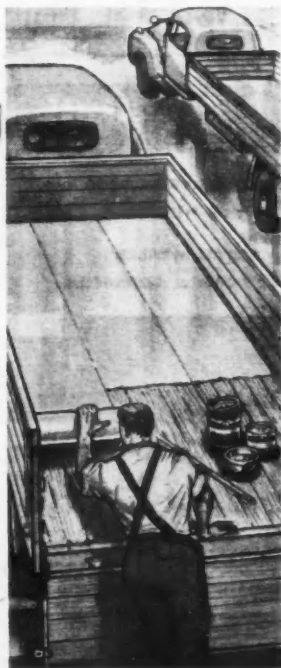
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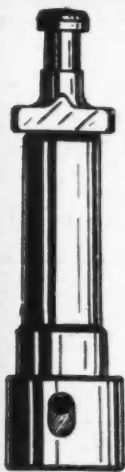
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Edited by G. Mackenzie Junner

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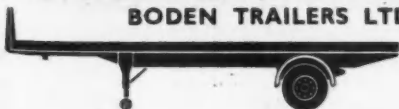
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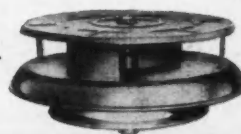
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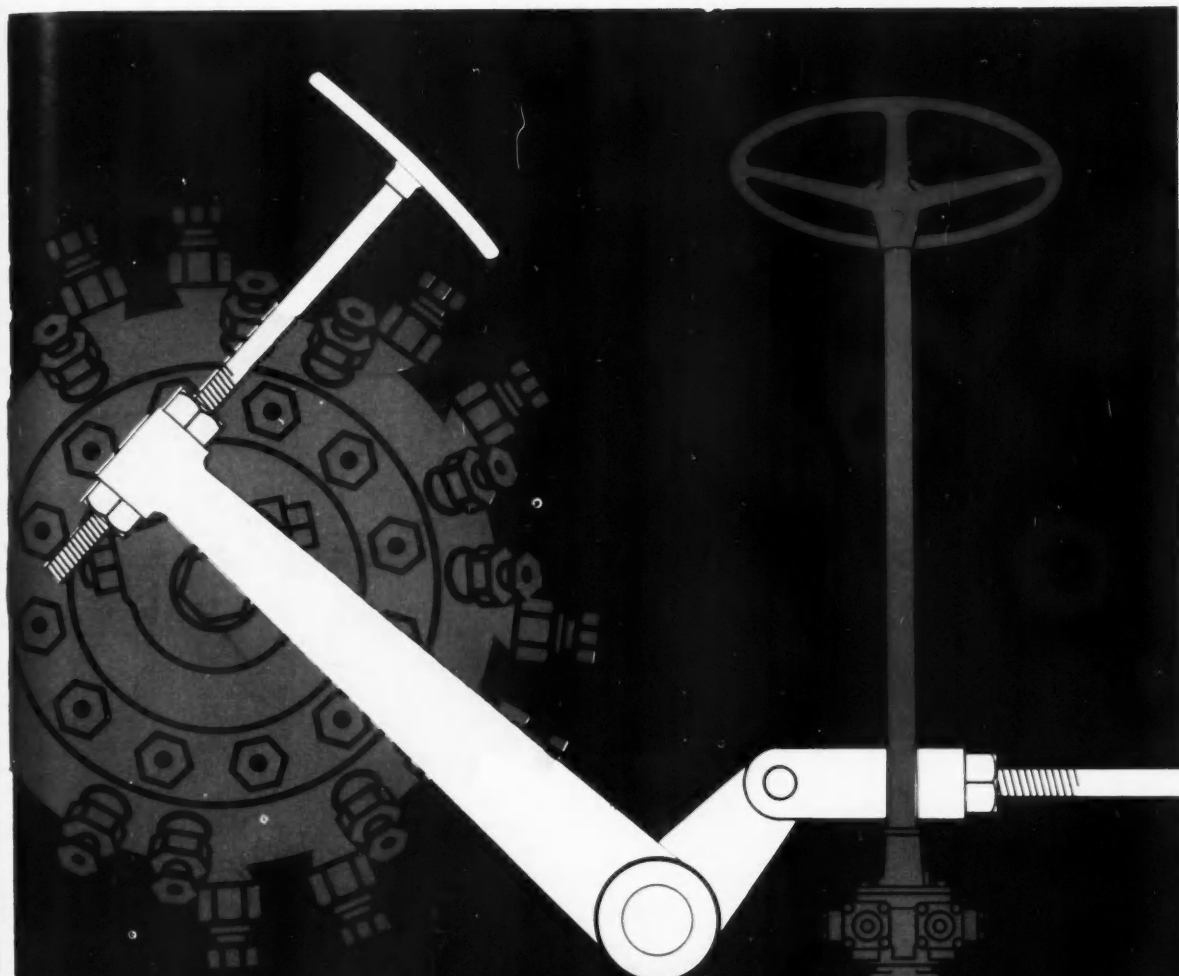
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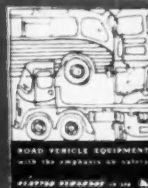
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